



# Sidney U.S. 30 Corridor/First Addition Intensive Historic Buildings Survey, 2016-17

## *Final Survey Report*



Front Range Research Associates, Inc.  
Denver, Colorado



**Sidney U.S. 30 Corridor  
Intensive Historic Buildings Survey, 2016-17**

***Final Survey Report***

Prepared for:

City of Sidney  
Economic Development Department  
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## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	5
1. HISTORIC OVERVIEW.....	11
Introduction .....	11
Sidney Barracks and Sidney's Founding.....	11
Black Hills Gold Rush and Closure of Fort Sidney .....	13
The Lincoln Highway and Auto-Related Development .....	16
Growth as an Agricultural Support Center .....	18
World War II and the Sioux Ordnance Depot .....	19
Postwar Oil Boom .....	21
Postwar Transportation Associated Growth .....	25
Oil and Gas Bust and Closure of Sioux Army Depot.....	25
Cabela's Locates in Sidney and Recent Development Trends .....	27
2. SURVEY METHODS AND RESULTS .....	29
Survey Objectives .....	29
Survey Methodology .....	29
Survey Limitations and Biases .....	30
Overview of the National Register of Historic Places .....	30
Properties Previously Listed in the National Register .....	31
National Register Potentially Eligible Resources .....	31
Eligible Sidney Local Landmarks .....	33
Survey Results by Historic Context .....	33
Previously Surveyed Resources No Longer Standing .....	40
Analysis of Survey Results .....	40
3. RECOMMENDATIONS .....	43
4. THE NEBRASKA STATE HISTORIC PRESERVATION OFFICE .....	45
APPENDICES .....	53
List of Surveyed Properties in State Identification Number Order .....	55
List of Surveyed Properties in Street Address Order .....	61
Glossary.....	67
Bibliography .....	72

*COVER: Clockwise from upper left—El Palomino Motel, 2220 Illinois Street (CN09-088); Ohio Oil Company, 909 5<sup>th</sup> Avenue (CN09-485); 818 Linden Street (CN09-266); and Taylor Hospital, 1645 Illinois Street (CN09-099). All are undated historic postcard images except 818 Linden Street which is assessor appraisal card image.*

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### Overview

The 2016-17 historic buildings survey in Sidney, Cheyenne County, intensively surveyed 147 mostly residential and commercial resources within three noncontiguous areas lying east, west, and south of the city center. The project was part of the ongoing Nebraska Historic Resources Survey and Inventory (NeHRSI) administered by the Nebraska State Historical Society. The survey included two areas along the Illinois Street, on the west from 14<sup>th</sup> to 23<sup>rd</sup> avenues and on the east from 5<sup>th</sup> Avenue to the Highway 17J connector. The third area included six-and-a-half blocks in the First Addition to Sidney, extending from 7<sup>th</sup> Avenue on the east to nearly 14<sup>th</sup> Avenue on the west between King and Linden Streets (see Sketch Maps). In aggregate, the survey area embraced approximately 201 acres. Field work and photography for the survey occurred in February 2017. The City of Sidney contracted with Front Range Research Associates, Inc., Denver, Colorado, to undertake the project. Its principals, architectural historians Thomas H. Simmons and R. Laurie Simmons, conducted the survey. Economic Development Director Melissa Norgard directed the project for the city.

### Results

The survey documented 147 historic resources on the professional version of the two-page Historic Resources Inventory Form. A supplemental page for each property contained historical background, research sources, and an assessment of eligibility as a City of Sidney local landmark. A sketch map generated from the project geographic information system and multiple photographs completed the documentation collected for each resource. A survey report (this document) contained a historic overview, methodology, maps, results, sources, and a listing of surveyed resources.

The survey area contains no resources currently listed in the National Register of Historic Places. Surveyors identified a small potential National Register historic district in the west survey area containing ten duplexes constructed in 1943 to provide housing for workers at the Sioux Ordnance Depot. The potential Sioux Ordnance Depot Worker Housing historic district consists of the parcels on the north side of Jackson Street between 19<sup>th</sup> and 21<sup>st</sup> Avenues (see Table 2). The duplexes and other housing erected in and near Sidney during World War II were part of a national effort to provide needed accommodations that existing local markets could not fill.

Sixteen surveyed properties are assessed as individually eligible to the National Register. A total of thirty-nine resources were evaluated as individually eligible for listing as City of Sidney landmarks.

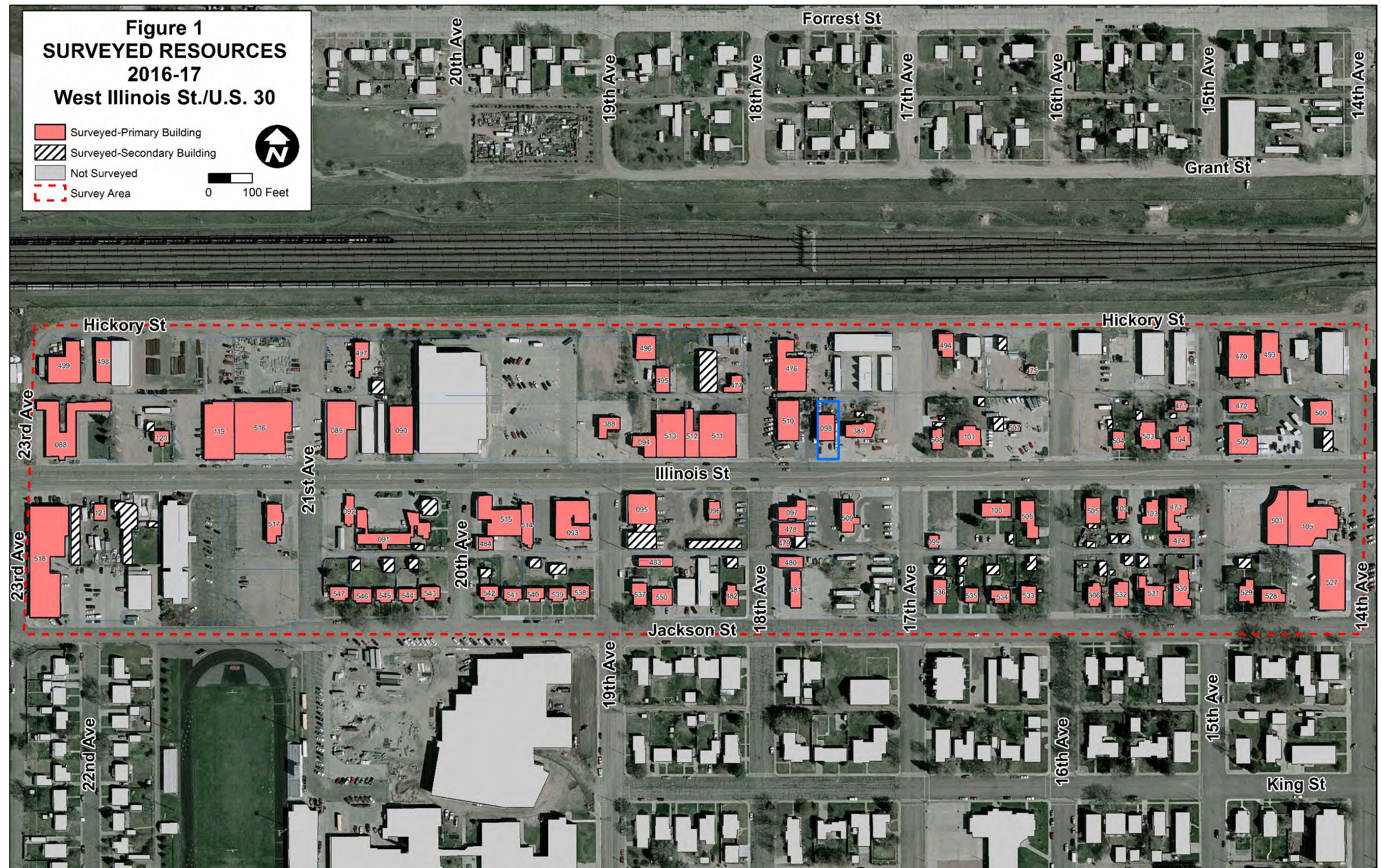
### Funding and Acknowledgements

Funding for the project was provided by Certified Local Government Grant Number 31-16-018. The survey followed the guidelines of the Nebraska State Historic Preservation Office and the *Nebraska Historic Resources Survey and Inventory Manual* (2010). The paper used in this publication meets the minimum requirements of the American National Standard for Information Services – permanence of paper for printed Library Materials (ANSI Z39-48-1984).

The consultants wish to thank the following individuals for valuable assistance rendered during the project: Tina Hochwender, former City of Sidney Economic Development Director, who secured

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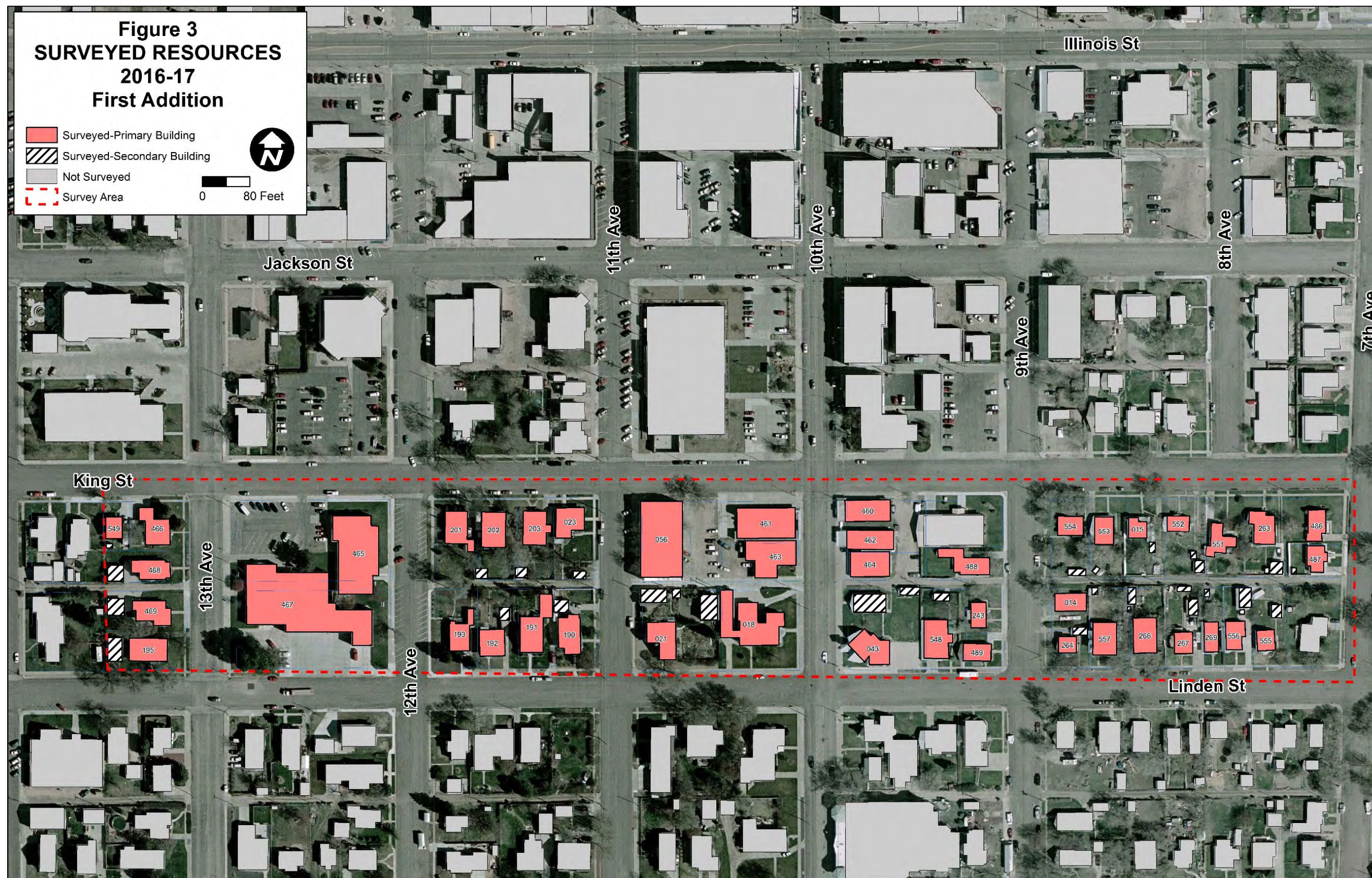
















## HISTORIC OVERVIEW

### Introduction

Located near the center of Cheyenne County in the southern Nebraska Panhandle, Sidney is closer to Cheyenne, Wyoming, and Denver, Colorado, than it is to its own capital city of Lincoln. Platted in 1867 by the Union Pacific Railroad in its drive to complete its transcontinental route, Sidney developed on Lodgepole Creek, where an army detachment had been dispatched from Fort Sedgwick to protect railroad workers. The post was first known as Sidney Barracks and in 1878 became Fort Sidney. Sidney served as a division point on the Union Pacific Railroad, which stimulated the growth of the town and surrounding agricultural settlement. In 1870 the town became the county seat of Cheyenne County, garnering legal, financial, and other benefits. The city prospered as the jumping off point for access to the Black Hills gold rush in the later 1870s.

Closure of Fort Sidney in 1894 was a blow to the town, and little construction occurred in the 1890s. The 1913 Lincoln Highway, the nation's first transcontinental automobile route, brought a new source of economic stimulus, as gas stations, garages, car dealerships, and support businesses for travelers emerged. Sidney served as an agricultural supply center since its founding, but agricultural modernization brought agricultural implement dealers to the city to serve a broad agricultural area. The establishment of a John Deere Plow Company branch warehouse in 1929 saw erection of the largest building within Sidney's downtown area, a three-story brick warehouse adjacent to the railroad tracks.

Drought hurt agricultural prospects during the 1930s, but World War II fostered a new military presence and growing prosperity for Sidney in the form of the Sioux Ordnance Depot northwest of town. The depot brought two thousand jobs, bolstering the local economy and prompting residential construction and subdivision platting into the postwar era. The depot continued operating after the conflict. An oil boom in the early 1950s also created jobs, increased the population, and boosted local construction, with several buildings erected on the southern periphery of downtown and along Illinois Street reflecting Modern influences.

The U.S. Census of 1960 counted just over eight thousand residents, the most ever recorded for Sidney. The closure of the Sioux Ordnance Depot in 1967 and the collapse of the oil and gas sector caused a 20 percent drop in population by 1970. In the late 1960s selection of Sidney as the headquarters for Cabela's, a recreational equipment and outfitting company, repurposed the abandoned John Deere warehouse and gave a major boost to the local economy. By 2015 Cabela's accounted for about 24 percent of the area's jobs.

### Sidney Barracks and Sidney's Founding

Sidney's 1867 founding was directly linked to the construction of the Union Pacific Railroad through Nebraska. Historian Stephen E. Ambrose judged building of the transcontinental railroad "the greatest achievement of the American people in the nineteenth century," placing it on a par with the Civil War and the abolition of slavery.<sup>1</sup> Interest in construction of a transcontinental

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<sup>1</sup> Stephen E. Ambrose, *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad, 1863-1869* (New York: Simon and Schuster, 2000), 17.

system grew in the 1850s, and the federal government undertook surveys of prospective routes. In July 1862 Congress passed the Pacific Railroad Bill, providing for creation of a Union Pacific Railroad that would build west from the Missouri River, while the Central Pacific Railroad would build east from Sacramento, California. Viewed as a strategic national goal, the federal government provided construction incentives, giving each company a right of way, 6,400 acres of land per mile of track, and financial aid in the form of government bonds. Project construction extended from 1863 to 1869, with the meeting of the two lines occurring at Promontory Point, Utah in May 1869.<sup>2</sup>

As the Union Pacific (UP) pressed construction westward, Native Americans came into conflict with surveyors and working parties, leading the railroad to ask the government for military protection. A detachment of the U.S. Army's 30<sup>th</sup> Infantry led by Brevet Major Bernard P. Mimmack came to the site of today's Sidney in the summer of 1867.<sup>3</sup> By early fall rails reached the soldiers' location on Lodgepole Creek, and there the UP platted the town of Sidney. The railroad named the town for Sidney Dillon, president of the Crédit Mobilier Company which built the UP.<sup>4</sup> Historian James C. Olson described Sidney as one of several "base towns" created by the railroad to facilitate the logistics of laying track. Fremont, Kearney, North Platte, and Sidney, "became boisterous little towns loaded with prostitutes and gamblers ready to prey on the Irish workmen who came to town on payday. As the end of the tracks moved on, these places became mere way stations, but all of them ultimately developed into prosperous small cities."<sup>5</sup>

Historian Robert Athearn described the early development of Sidney:

Shortly there appeared a scattering of buildings—a water tank, roundhouse, depot, section house, and other evidences of railroad life. A company of troops arrived, with instructions to hold back small freighting outfits until enough manpower was collected to send well-protected groups into Indian country. The sutler's store, there to serve military men, plus a few assorted shacks that included a saloon, made up the remainder of what was labeled a town.<sup>6</sup>

In November 1867, the army established Sidney Barracks as a subpost of Colorado Territory's Fort Sedgwick.

The UP opened its line to Cheyenne in the fall of 1867. Sidney, the only settlement of any size between North Platte and Cheyenne, Wyoming, became a UP division point, a place housing maintenance facilities for equipment and accommodations for train crews and passengers.<sup>7</sup> By 1887 UP facilities in Sidney included a passenger depot, the Union Pacific Hotel, a ten-stall roundhouse with turntable, and a water tank on the north side of the tracks and freight depot to the south.<sup>8</sup> Local historian Betty Tremain explained that "early railroaders preferred living on the northside because of

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<sup>2</sup> Ambrose, *Nothing Like It in the World*, 80.

<sup>3</sup> James C. Olson, *History of Nebraska*, 3<sup>rd</sup> ed. (Lincoln: University of Nebraska Press, 1997), 127.

<sup>4</sup> Dillon later served as UP president, 1874-84 and 1890-92. The town of Dillon, Montana, is also named for him.

<sup>5</sup> Olson, *History of Nebraska*, 115.

<sup>6</sup> Robert G. Athearn, *Union Pacific Country* (Lincoln, Nebraska: University of Nebraska Press, 1971), 63.

<sup>7</sup> James L. Ehernberger and Francis G. Gschwind, *Smoke Across the Prairie: Union Pacific, Nebraska Division*, 2<sup>nd</sup> ed. (Denver: Intermountain Chapter, National Railway Historical Society, 1975), 13.

<sup>8</sup> Sanborn Map Company, Sidney, Nebraska, fire insurance maps (New York: Sanborn Map Company, 1887). The historic UP facilities are no longer extant.



land transfers. Support services for these functions brought lawyers, insurance and loan firms, and banks to the settlement.

The first buildings at Sidney barracks were erected on the one-mile-square site in the autumn of 1869 and expanded with several new buildings the following year. In 1870 the installation became an independent two-company post with cavalry and infantry units; it was renamed Fort Sidney in 1878. In addition to providing protection for the immediate area, military historian Thomas R. Buecker noted the fort served as “an important supply point to posts and agencies to the north.”<sup>10</sup> The grounds of the fort were irrigated and became a popular spot with townspeople, who attended concerts of the 21<sup>st</sup> Infantry band.<sup>11</sup>



Figure 2. First as Sidney Barracks and then as Fort Sidney, U.S. Army troops were part of the Sidney scene from 1867 to the fort's closure in 1894.

An 1875 army report on Sidney Barracks estimated the population of the town at three hundred.<sup>12</sup> A significant event impacting Sidney's development occurred in 1876, when gold was discovered in the Black Hills of Dakota Territory. The town was then the closest railhead to the discovery, and Sidney became a supply and outfitting center connected to the diggings near Deadwood by a 267-mile wagon road. Historian Jim McKee noted great numbers of miners passed through Sidney en route to the mines, and “with these men came 24 hour-a-day dancehalls, saloons, women of questionable character and real problems for law enforcement officials.”<sup>13</sup> Murders and lynchings were not uncommon during the era. Writing from the perspective of 1899, the *Omaha Bee* characterized the Sidney of the 1870s as a place where “crime ran rampant until the vigilantes took the law in their own hands and did some regulating.”<sup>14</sup>

Boasting a population of 1,062 in 1880, Sidney gained a branch of the U.S. General Land Office in 1884 (see Table 1). The office supervised the surveying, management, and disposition of federal

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<sup>10</sup> Thomas R. Buecker, “One Post after Abandonment: Fort Sidney, Nebraska,” typed manuscript, 1984, Western History and Genealogy Department, Denver Public Library, Denver, Colorado, 1.

<sup>11</sup> Buecker, “One Post after Abandonment,” 3.

<sup>12</sup> A. Hartsuff, “Sidney Barracks, Nebraska,” 376, in *A Report on the Hygiene of the United States Army* (Washington: Government Printing Office, 1875).

<sup>13</sup> Jim McKee, “Sidney Wildest of Wild West Towns,” *Lincoln Journal-Star*, 16 February 1997.

<sup>14</sup> Quoted in Wayne C. Lee, *Wild Towns of Nebraska* (Caldwell, Idaho: Caxton Printers, 1988), 78.



public domain lands and was a busy and important resource for settlers claiming or purchasing land. The Land Office functioned in Sidney from about 1884 through 1906. The mid- to late-1880s saw a number of substantial buildings erected in the downtown area. Only two pre-1900 buildings were documented in the current survey. In 1886 William C. and Clara B. Reilly contracted with A. Pease to erect a modest frame house with pyramidal roof and a turned spindle porch. The Reillys lived in the house at 1129 9<sup>th</sup> Avenue (CN09-014) for about three years before moving from Sidney. In 1888 Trinity Evangelical Lutheran Church rose at 1129 10<sup>th</sup> Avenue (CN09-043). The \$3,600 frame church featured weatherboard wall, a tall steeple with belfry, and walls with arched stained glass windows (see Figure 3).



Figure 3. Trinity Evangelical Lutheran Church was erected in 1888 at the northeast corner of 10<sup>th</sup> Avenue and Linden Street at a cost of \$3,600. SOURCE: ca. 1900 photograph, Cheyenne County Historical Society and Museum, Sidney, Nebraska.

In 1890 troops from Fort Sidney participated in the Battle of Wounded Knee, but as conflict with Native Americans diminished the army looked to consolidate its installations and the Sidney post was targeted for closure. The fort encompassed forty buildings, including barracks, officers' quarters, shops, stables, storehouses, bakery, and other support facilities.<sup>15</sup> The army formally abandoned Fort Sidney in 1894. The loss of the fort was a significant blow to Sidney; Buecker estimated it contributed \$100,000 yearly to the local economy. Sidney boosters hoped to soften the impact by exploring new uses for the land and buildings, including a state military academy, an Indian school, a military prison, and a state normal school. None of these plans bore fruit, and the installation was sold at auction in November 1899. The land was subdivided and eventually developed during the first half of the twentieth century.<sup>16</sup>

The 1900 Census reported 1,001 persons residing in Sidney. Population increased slowly during the first decade of the new century, reaching just 1,185 by 1910—an 18.4 percent rise. The downtown experienced its first significant construction since the late 1880s when a number of two-story, mostly brick, commercial buildings

were erected. New subdivisions were platted, and older residential areas of town received additional dwellings. The First Addition to Sidney, lying south and west of the original town plat, had been created by the Union Pacific Railroad in 1879. The L-shaped subdivision included ten

<sup>15</sup> Buecker, "One Post after Abandonment," 3.

<sup>16</sup> Buecker, "One Post after Abandonment," 4-11; Federal Writers' Project of the Works Progress Administration, *Nebraska: A Guide to the Cornhusker State*, reprint, (Lincoln, Nebraska: University of Nebraska, 1970), 346; *Sidney Telegraph*, 7 September 1878; U.S. War Department, Surgeon General's Office, *A Report on the Hygiene of the United States Army with Descriptions of Military Posts* (Washington, D.C.: Government Printing Office, 1875), 375-76. The remaining buildings of the fort were listed in the National Register in 1973, and the former officers' quarters now houses the Cheyenne County Historical Association and Museum.

**Table 1. Sidney Population Trends**

Year	Population	Population Change	
		Number	Percent
1880	1,062	--	--
1890	--	--	--
1900	1,001	--	--
1910	1,185	184	18.4%
1920	2,852	1,667	140.7%
1930	3,306	454	15.9%
1940	3,388	82	2.5%
1950	4,914	1,526	45.0%
1960	8,004	3,090	62.9%
1970	6,403	-1,601	-20.0%
1980	6,010	-393	-6.1%
1990	5,959	-51	-0.8%
2000	6,282	323	5.4%
2010	6,757	475	7.6%
2014	6,914	157	2.3%

NOTE: Data source is decennial U.S. Census; 2014 is July 1<sup>st</sup> Census Bureau estimate. A separate count for Sidney was not returned in 1890.

blocks with rectangular north-south lots facing east-west streets. The bulk of the addition extended from 7<sup>th</sup> to 15<sup>th</sup> avenues between King and Linden streets; a north-south leg at the west end encompassed the area between 14<sup>th</sup> and 15<sup>th</sup> avenues north to Hickory Street. The current survey recorded three dwellings in the First Addition dating to the first decade of the twentieth century, all in the Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements architectural style. Among these was the substantial 1901 house for lawyer James L. McIntosh at 1040 Linden Street (CN09-021).

### **The Lincoln Highway and Auto-Related Development**

Carl G. Fischer's 1912 dream of a hard-surfaced vehicular roadway linking the country's east and west coasts profoundly impacted Sidney. Fischer, an entrepreneur, land developer, and owner of the Indianapolis Motor Speedway, formulated a plan for a paved cross-country road to facilitate travel that he called the Coast-to-Coast Rock Highway.

Packard Motor Car Company President Henry B. Joy supported Fischer's proposal, but suggested public support would be enhanced by naming the route the Lincoln Highway in memory of thirteenth U.S. President Abraham Lincoln. Fischer embraced the recommendation, and in July 1913 the Lincoln Highway Association organized, with Henry Joy as its first president and Fischer as one of its vice presidents. The highway group studied route options and in August 1913 announced the road would cross the middle of the country, extending 3,389 miles from Times Square in New York City to Lincoln Park in San Francisco.

The Lincoln Highway crossed the entire width of Nebraska, passing through Sidney. The same factors that dictated the route of the Union Pacific in the nineteenth century influenced that of the Lincoln Highway nearly a half-century later. As historian Drake Hokanson explained: "[Henry] Joy knew that by following a route across Nebraska and through southern Wyoming a motorist could reach the high point across the mountains at less than nine thousand feet, over much easier terrain."<sup>17</sup>

The Lincoln Highway Association placed red, white, and blue markers with a capital "L" to designate the official route. "Seedling miles" of concrete roadway were constructed, but the bulk of improvement of the highway was left to local organizations. This resulted in great variability in road conditions. The Association published guidebooks for the Lincoln Highway, which described the route, noted road conditions, profiled cities along the highway with available services, and contained advertisements of roadside businesses.

<sup>17</sup> Drake Hokanson, *The Lincoln Highway: Main Street Across America* (Iowa City, Iowa: University of Iowa Press, 1988), 12.

The 1910s witnessed a great burst of growth for Sidney, whose population rose from 1,185 in 1910 to 2,852 in 1920—a 140.7 percent increase. Buoyed by agriculture and the Lincoln Highway, the town enjoyed prosperous times that resulted in construction of a number of significant buildings. Fourteen two-story brick commercial blocks rose in downtown Sidney during the 1910s, and the town gained a Carnegie Library and two impressive churches, one Methodist and the other Catholic. Twenty-eight surveyed residences (principally within the First Addition) were constructed in the 1910s. Most reflected the Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements architectural style, including Craftsman, Bungalow, and Foursquare examples. Notable Craftsman dwellings included the 1909-10 Jones/Lockwood House at 1130 Linden Street (CN09-192) and the 1910 Davis House at 818 Linden Street (CN09-266). The Mathews House at 518 Illinois Street (CN09-007) is an example of a High Style Classic Cottage, featuring classical columns, widely overhanging eaves, and sash-and-transom windows with leaded glass transoms.

Sidney's location on the Lincoln Highway brought its businesses economic benefits from increased numbers of travelers. The *Sidney Telegraph* reported in 1918:

Thousands of automobile travelers stop here during the touring season, to purchase repairs and supplies and to remain over night quite frequently. This has promoted the building of costly and fine garages. There have been four erected along the Highway and each comes in for its rich share of tourist patronage besides that which comes to them from the many automobiles owned in this county.<sup>18</sup>

Auto-related firms initially clustered along or near Illinois Street, the route of U.S. 30, between 7<sup>th</sup> and 14<sup>th</sup> avenues. The newspaper pointed to the Sidney Motor Company (a Ford garage), the Hupmobile and Buick garage of Joseph Hahler, C.J. Edwards garage (a Marion-Handley facility), and the Brewer Garage, which was “the oldest garage in Sidney and has a wide reputation for its equipment of machinery and its expert mechanics.” The fifth and last edition of the Lincoln Highway guide, published in 1924, contained a display advertisement for the Hahler Garage in Sidney and reported that “good to excellent gravel and dirt roads will be found” between Sidney and Cheyenne: “Splendid work has been done in the western portion of Nebraska and eastern Wyoming, the road being in excellent shape when the scarcity of population and the lack of funds for road maintenance is considered.”<sup>19</sup>

The initial routing of the Lincoln Highway reverberated in 1926, when U.S. Highway 30, part of the nation's first system of interstate highways, followed the alignment of the Lincoln Highway. Having stimulated a significant federal commitment to roadbuilding, the Lincoln Highway Association disbanded in 1928. U.S. Highway 30, stretching from Atlantic City, New Jersey, to Astoria, Oregon, was a principal east-west transcontinental route across the northern third of the nation, linking such cities as Pittsburgh, Chicago, Cedar Rapids, North Platte, Cheyenne, Boise, and Portland.

During the 1920s and early 1930s Sidney gained a number of gasoline stations, garages, and car dealerships to meet the demand of greatly increased traffic. The 1928 Sanborn fire insurance map and 1930-31 county directory provide a means of gauging the impact of the transcontinental highway. The directory listed ten gasoline filling stations, mostly found on corner locations along

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<sup>18</sup> *Sidney Telegraph*, 11 January 1918.

<sup>19</sup> Lincoln Highway Association, *The Complete Official Guide to the Lincoln Highway*, 5<sup>th</sup> ed. (Detroit, Michigan: Lincoln Highway Association, 1924; reprint Tucson, Arizona: Patrice Press, 1993), 401.

Illinois Street. Fourteen businesses fell under the automobile service category and eight under garages, while small numbers of auto battery, glass, radiator, and electrical service firms also operated. Sidney also boasted nine automobile dealers offering both new and used vehicles. Within the survey area two gasoline filling stations were erected along Illinois Street west of 14<sup>th</sup> Avenue: a ca. 1923 cottage-style station at 1745 Illinois Street (CN09-097) and a 1930s station at 1403 Illinois Street (CN09-105).

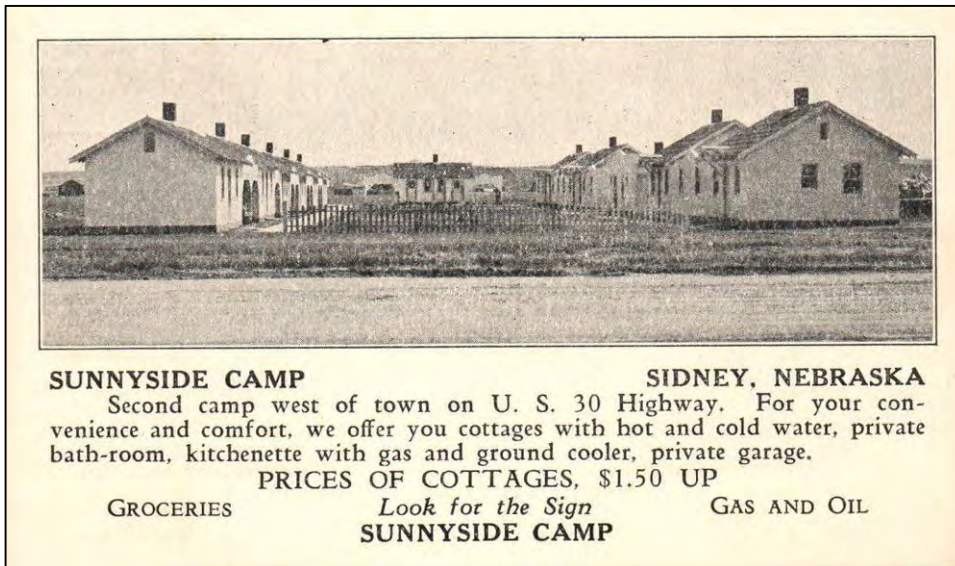


Figure 4. The Sunnyside Camp was one of the early tourist camps in Sidney. No longer extant, it was located on the south side of west Illinois Street/U.S. 30. SOURCE: historic postcard image, authors' collection.

Three tourist camps, the forerunners of motels, were listed in a 1929 Conoco tour guide and/or the 1930-31 county directory: the Lone Pine Camp at 1701 Illinois Street; Sidney Auto Camp; and the Sunnyside Cabins, west of town on the south side of the Lincoln Highway. The Ideal/Ranch Motel (CN09-096) at 1805 Illinois Street may date to ca. 1937. Historic postcard views of that motel show some units with attached covered carports, a feature typically associated with early tourist facilities.<sup>20</sup> The Mayfair Cabins east of Sidney was established later in the 1930s northeast of U.S. 30 and today's Greenwood Road. It was not until the 1940s through 1960s that the east and west ends of Illinois Street within the current survey area gained substantial numbers of important automobile related buildings, including automobile showrooms, service stations, motels, and drive-in restaurants.

### Growth as an Agricultural Support Center

Sidney served as a service and supply center for the surrounding agricultural area since its founding, and this role continued in the twentieth century. In 1900 Cheyenne County alone contained 712 farms with an average area of 579.8 acres. From the 1910s through 1950s several major agricultural equipment manufacturers established outlets in Sidney, some manufacturer-owned and some operated by independent Sidney entrepreneurs. Most of these concerns located along the Union Pacific Railroad tracks between 10<sup>th</sup> and 14<sup>th</sup> Avenues. The 2015-16 survey identified twelve buildings associated with the agricultural implement trade erected in Sidney from ca. 1913 through the 1940s. The current survey documented a smaller-scale implement firm, the 1920 Sidney Hart-Parr Implement Company's outlet at 1109 10<sup>th</sup> Avenue (CN09-462). Initially established in Madison, Wisconsin, as an engine works, Charles Hart and Charles Parr relocated their business to Charles City,

<sup>20</sup> The 1994 Reconnaissance Survey of Cheyenne County had reported a ca. 1928 date for this motel but this appears questionable.



Iowa, in 1901-02. Hart-Parr manufactured tractors, steel castings, stationary engines, and portable air compressors.<sup>21</sup> The city gained a new industrial firm when the Sidney Bottling & Storage Co. erected a plant at 809 15<sup>th</sup> Street (CN09-470) in 1927. The building housed Seven-Up Bottling for many years under Forrest Belieu.

Figure 5. In 1928 Dr. James R. Taylor constructed this two-story brick hospital at the southeast corner of Illinois Street and 17<sup>th</sup> Avenue. Only the garage is still extant. SOURCE: historic postcard image, number 6A276, authors' collection.



Sidney's population growth slowed in the 1920s, increasing by 15.9 percent to yield a 1930 population of 3,306. The town received a modern hospital in 1928 when Dr. James R. Taylor constructed a two-story purpose-built brick hospital building at 1645 Illinois Street (CN09-099; no longer extant) (see Figure 6). Dr. Taylor came to Sidney about 1920, initially establishing his practice and setting up a hospital in a dwelling in the 1200 block of Illinois Street. The doctor equipped his new building with an operating room, patient, nursery, X-ray room, kitchen, laundry, and nurses' rooms, as well as living quarters for his family.

Twenty single-family and one duplex dwellings included in the present survey date to the 1920s. Most fall within the Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements architectural category. The ca. 1920 Doran Duplex at 1126-30 Illinois Street (CN09-101) is an intact example of the Mission Revival-style, with its curvilinear parapets, stucco walls, and multi-over-one-light windows.

The Depression decade saw relatively little construction in Sidney. During the 1930s Sidney grew by just 2.5 percent, producing a 1940 population of 3,388. Dr. Taylor added another project to his record of achievement ca. 1935 when he erected a Modern brick apartment building east of his hospital at 1615-21 Illinois Street (CN09-100). The one-story apartment had a raised basement level, two projecting entrance bays with narrow glass block panels, projecting brick speed lines at the corners, and concrete coping.

### **World War II and the Sioux Ordnance Depot**

In the late 1930s, as prospects heightened for another world war, the U.S. Army Ordnance Department developed plans for expanding the nation's munitions storage capacity. Most existing storage facilities were clustered along the Atlantic seaboard and were considered vulnerable to air attack. Criteria for selecting sites for new depots included a strategic location, proximity to raw materials, transportation access, operational economy, and local climate. By April 1937 military planners identified a "reasonably safe area for arsenals and depots," consisting of the nation's

<sup>21</sup> *Farm Implement Buyer's Guide*, v. XXXII, 1923, 443; Oliver Heritage Magazine website, [www.oliverheritage.com](http://www.oliverheritage.com). Hart-Parr merged with Oliver in 1929.

interior lying east of the Sierra Nevada and Cascades and west of the Appalachians.<sup>22</sup> Eight new ordnance depots were built in 1941 and early 1942, followed by a second group of eight completed in 1942. A history of the Army Ordnance Department concluded “the construction and layout of the new depots, modern in every respect, permitted concentration of large quantities of materiel and far more efficient operations than when stocks were scattered among twenty or thirty depots.”<sup>23</sup>



Figure 6. The 1942 Sioux Ordnance Depot was a mainstay of the Sidney economy until its closure in 1967. The facility featured 801 ammunition igloos like this one. SOURCE: ca. 1900 photograph, Cheyenne County Historical Society and Museum, Sidney, Nebraska.

The 1942 Sioux Ordnance Depot was part of the second group of depots, built for receiving, storing, and issuing ammunition, components, and supplies. The facility covered nearly 20,000 acres 9 miles northwest of Sidney and included 801 domed tile ammunition storage igloos and hundreds of warehouses, support buildings, and living quarters (see Figure 6). A spur track from the Union Pacific mainline served the depot which employed about two thousand civilians and a handful of military personnel. The installation also included a grass airfield with three runways.<sup>24</sup> In 1943 a temporary prisoner of war camp was

built, and Sidney residents remember the Italian prisoners housed there.<sup>25</sup>

Historian Jim McKee reported construction of the depot created a housing shortage in Sidney, with the federal government providing funds for new apartments and houses for war workers in 1942.<sup>26</sup> One such housing development consisted of ten duplex houses built in 1943 on the north side of the 1900 and 2000 blocks of Jackson Street in the Trognitz Subdivision (CN09-538 through CN09-547). Plans for the two-unit dwellings were drafted by architect M.J. Lahr of Ralston, Nebraska, and erected by Omaha builder Carl C. Wilson. Similar housing was provided in other communities around the country hosting ordnance depots. The completed housing units had to be offered for sale or rent to war workers prior to being placed on the open market.<sup>27</sup> Aside from these duplexes, only nine 1940s non-defense housing units were recorded in the survey.

At the end of the war the depot continued its operations, storing and disposing of unused ammunition. As the city's population expanded, businesses benefitted from new consumers and growing demand for goods and services. Construction during the war focused on essential defense-

<sup>22</sup> Constance McLaughlin Green, Harry C. Thomson, and Peter C. Roots, *The Ordnance Department: Planning Munitions for War* (Washington: Department of the Army, Center of Military History, 1955), 63-64.

<sup>23</sup> Green, Thomson, and Roots, *The Ordnance Department: Planning Munitions for War*, 80.

<sup>24</sup> Jim McKee, “From the Sioux Ordnance Depot to Western Nebraska Community College,” *Lincoln Journal Star*, 11 October 2015.

<sup>25</sup> McKee, “From the Sioux Ordnance Depot”; Clyde E. Nelson, “My Memories of the Italian Prisoners of War at Sioux Ordnance Depot,” in Cheyenne County History Book Committee, *History of Cheyenne County Nebraska*, 161-162.

<sup>26</sup> McKee, “From the Sioux Ordnance Depot.”

<sup>27</sup> *Omaha World-Herald*, 4 August 1942, 6; McKee, “From the Sioux Ordnance Depot”; *New York Times*, 11 February 2017, A8.

related construction. Freed from wartime restrictions, several new commercial buildings rose along Illinois Street west of 17<sup>th</sup> Avenue, including: Rudy's Grocery and Market, 2245 Illinois Street, ca. 1946 (CN09-518); Speed-Wash (a laundromat), 917 18<sup>th</sup> Avenue, ca. 1946 (CN09-478); Victone Cleaners, 1933 Illinois Street, 1947 (CN09-514); and Yendis Café (Sidney spelled backwards), 1903 Illinois Street, 1947 (CN09-093).

The survey documented four transportation-related resources dating to the 1940s. Wesley Berry erected the 1946 DeLuxe Motel (CN09-121) at 2201 Illinois Street in 1946. The motel included fifteen masonry units on a landscaped parcel with a swimming pool and on-site restaurant. The western part of Illinois Street gained two auto dealerships: the 1946 Crosby Motor Company (a Studebaker dealer) at 1835 Illinois Street (CN09-095) and the ca. 1948 Herman Nash Motors at 1840 Illinois Street (CN09-094). The Mayfair Service Station was erected ca. 1947 at the Mayfair Cabins tourist facility east of Sidney (534 E. Illinois Street, CN00-120). Sidney recreational options expanded ca. 1948 when veterinarian Charles W. Zike and his wife, Ollie, erected Zike's Roller Rink (a roller skating venue) at 2032 Illinois Street (CN09-090).

Figure 7. The DeLuxe Motel opened ca. 1946 at 2201 Illinois Street. SOURCE: historic postcard image, authors' collection.



## Postwar Oil Boom

The Sioux Ordnance Depot remained in operation, and during the Korean War its activities increased, with its peak employment of 2,069 workers coming close to its World War II high. The 1949 discovery of oil in the Nebraska Panhandle also stimulated Sidney's economy in the early post-World War II period, soon eclipsing the economic impact of the depot. Historian James C. Olson concluded the southwestern oil and gas boom, "notably in the Sidney area, added greatly to the economy of the region and state."<sup>28</sup> The Ohio Oil Company, later known as Marathon Oil Company, leased 20,000 acres of land between Gurley and Sidney, drilling their first successful well on the Mary Egging Ranch on May 13, 1949. This discovery, that initially yielded an average of 225 barrels of oil per day, inspired more oil and natural gas exploration. By February 1950 companies had established oil leases on approximately 700,000 of the county's 800,000 acres of private land.<sup>29</sup> The boom affected the wider region, benefitting not only southwestern Nebraska but also eastern Colorado and a small portion of Wyoming. The accompanying population increases contributed to Cheyenne County's growth by 2,700 between 1950 and 1960. Oil industry jobs, along with opportunities at the Sioux Ordnance Depot, attracted newcomers to Sidney. An article in the 17 October 1954, *Omaha World-Herald*

<sup>28</sup> Olson, *History of Nebraska*, 359.

<sup>29</sup> "Sidney Area Excited Over Oil, Gas Field," *Omaha World-Herald*, February 21, 1950, 1.



*Magazine* described oil industry employees as “scientific cusses who set off dynamite charges... make charts and graphs of how the vibrations are sent back to the surface” and concluded “wildcatting isn’t as wild as it used to be.”<sup>30</sup>

Ohio Oil employee Thelma Cameron remembered the height of the 1950s boom when both housing and office space were nearly impossible to find.<sup>31</sup> After enduring operations in temporary facilities and having employees scattered across the community, oil companies erected new office buildings in Sidney for their executives and other employees. Ohio Oil erected a large tan brick International-style office building at 909 5<sup>th</sup> Avenue (CN09-485) to serve as its regional headquarters. It was completed in 1951 at a cost of \$125,000 (see Figure 7). The 1950 building at 1820 Illinois Street (CN09-512) housed the British-American Oil Producing Company.

Figure 8. The Ohio Oil Company constructed this regional headquarters building in 1951 at 909 5<sup>th</sup> Avenue. SOURCE: historic postcard image, authors’ collection.



Contractors built much-needed housing in new subdivisions with curvilinear streets, allowing Sidney to participate in the same residential trends sweeping across postwar America. Within the survey only a few dwellings date to the 1950s, as residential areas were essentially built-out by that date. In addition to the above 1950s infrastructure developments, Sidney gained an underpass below the Union Pacific Railroad tracks. The opening of the underpass eliminated a “daily traffic bottleneck” for people traveling from the north to the south side of town.<sup>32</sup>

Construction during the 1950s led to record-breaking numbers of building permits. The cost of planned projects in mid-December 1950 exceeded \$1.8 million.<sup>33</sup> The value of new construction in the first ten months of 1954 was \$2 million.<sup>34</sup> The author of the 2004 National Register boundary expansion for the Sidney Historic Business District noted: “It is clear that a significant number of post-war buildings were built in Sidney’s central business district. The existence of these buildings attests to the continuing significance of Sidney’s historic downtown through the second third of the 20<sup>th</sup> century.”<sup>35</sup> The postwar era saw erection of purpose-built buildings for doctors, lawyers, government agencies, insurance agents, and others offering professional and business services.

<sup>30</sup> “Oil-Boomed Sidney Grows Without Hysterics,” *Omaha World-Herald Magazine*, 17 October 1954, 18-19.

<sup>31</sup> Cheyenne County History Book Committee, *History of Cheyenne County, Nebraska, 1986* (Dallas, Texas: Curtis Media, 1987), 164.

<sup>32</sup> *Omaha World Herald*, 31 March 1951, 3, 17 November 1954, 20, 12 August 1956, 30, and 19 October 1956, 42.

<sup>33</sup> “Sidney Building Sets Record,” *Morning World-Herald*, December 13, 1950, 27.

<sup>34</sup> “Oil-Boomed Sidney Grows Without Hysterics,” *Omaha World-Herald Magazine*, 17 October 1954, 18-19.

<sup>35</sup> Callahan, Sidney Historic Business District, boundary expansion.





Figure 9. Maddox Motor Company erected a large auto showroom addition to an existing service station at 1403 Illinois Street ca. 1947. SOURCE: *The Trail*, Sidney High School yearbook, 1951.

Figure 10. Bank's Tastee Treet Drive In (2045 Illinois Street) was one of the buildings constructed along the west end of Illinois Street in the 1950s. SOURCE: Cheyenne County Assessor, appraisal card image, 1950s.



Figure 11. Sidney gained its first supermarket when Preble's Red and White Store opened at 1400 Jackson Street in 1952. SOURCE: Cheyenne County Assessor, appraisal card image, 1950s.

### Postwar Office Buildings



Grimm Building, 1116 10<sup>th</sup> Avenue, 1954 (CN09-463)



Schou Building, 1440-44 Illinois Street, 1955 (CN09-502)



Ackerman-Robinson Agency/Glassburn Floral, 1113-21 10<sup>th</sup> Avenue, 1959 (CN09-464)

Construction in the 1100-block of 10<sup>th</sup> Avenue exemplifies this trend: the 1954 Grimm Building (doctors and dentists), 1116 10<sup>th</sup> Avenue (CN09-463); 1959 Ackerman-Robinson Agency/Glassburn's Floral, 1113-21 10<sup>th</sup> Avenue (CN09-464); ca. 1948-51 North Central Gas Company, 1103 10<sup>th</sup> Avenue (CN09-460); and 1957 Sidney National Bank, 1108 10<sup>th</sup> Avenue (CN09-461). Western Illinois Street also gained a number of office buildings, notably the 1955 Schou Building (CN09-502, 1440-42-44 Illinois Street). Previously Sidney's professionals occupied offices on the upper floors of downtown buildings.

A number of commercial buildings were constructed to house other businesses. The city's first supermarket, Preble's Red and White (later Jack and Jill), opened in 1952 at 1400 Jackson Street (CN09-527). Pip's Drive In Liquor was housed in a ca. 1951 Moderne-style building at 1500 Illinois Street (CN09-104). The Porter McGuyer Post of the Veterans of Foreign Wars erected a 1950 building containing space for its use and a retail storefront at 2044 Illinois Street (CN09-089). The Church of Christ added a new religious facility to the city with its ca. 1951 building at 1644 Jackson Street (CN09-536).

The east end of Illinois Street received agricultural-related buildings in the 1950s. Western Implement Company erected a 1950 building at 427 Illinois Street (CN09-524). Klemmett G. Miller and W.M. Wolf were partners in the business that sold farm machinery, combines, and tractors. Most of

Sidney's implement dealers were located along the Union Pacific Railroad tracks near the downtown area. By 1956 the firm was known as Sidney Implement.

Farther east, a new industrial plant for Sidney, the Plains Oil Mills, was constructed in 1955. Brothers Harry S. and Ned Robinson along with Ladnor M. "Lad" Moore started the Sidney plant to produce safflower oil. The Sidney plant was one of only two safflower processing mills in the country; the other one was in the Sacramento Valley. The plant was destroyed by fire in 1960 and was immediately rebuilt. In 1968 Pfizer and Company purchased the Sidney plant and converted it to produce a hop concentrate used by brewers. Hops were shipped to Sidney from Washington, Oregon, Idaho and California "as soon as possible after harvesting to assure optimum retention of hop flavor" for processing at this plant. John I. Haas, Inc., a major hops processor, later operated the plant.

## Postwar Transportation Associated Growth

The current survey documented several examples of transportation-related buildings dating to the 1950s. Three of Sidney's motels were constructed in the opening years of that decade. The 1950 Palomino Motel at the western edge of (2220 Illinois Street, CN09-088) employed a sprawling design and contained "22 ultra-modern units--TV & telephone in each unit--air-conditioned by refrigeration--circulating hot water heat--wall-to-wall carpet--tile baths with tubs and showers."<sup>36</sup> The Bright Motel/Sidney Motor Lodge (2031 Illinois Street, CN09-091) appears to have evolved from two separate motels built ca. 1952. By 1952 partners Joe S. Bright and A.L. Kayser had joined forces to operate the Sidney Motor Lodge. The T.V. Motel was built well east of the city ca. 1952 (919 Greenwood Road, CN09-492). The fifteen-unit motel featured air-conditioning and color, cable television in each room.

## Oil and Gas Bust and Closure of Sioux Army Depot

Thanks mostly to oil-related growth, Sidney's population peaked at 8,004 residents in 1960.<sup>37</sup> In 1960 Marathon Oil Company expanded their operations, building a new natural gas plant in West Sidney. The value of city building permits continued to increase. The 5 April 1963, edition of the *Sidney Telegraph* listed a number of planned larger projects: the half-million dollar St. Patrick's High School, a \$300,000 addition to Sidney Senior High School, and a \$75,000 expansion of the Memorial Rest Home.<sup>38</sup> Continued output from existing wells and the 1964 discovery of oil just one-half mile east of the Depot boosted the state's standing in oil production. In 1966 Nebraska ranked seventeenth among the thirty-two oil-producing states in the country.<sup>39</sup>

The continuing good times prompted the City of Sidney and Cheyenne County to erect new governmental facilities. In 1961 the city constructed a city hall/fire department building (1115 13<sup>th</sup>

<sup>36</sup> El Palomino Motel postcard, ca. 1970, historic postcard image collection, Tom, and Laurie Simmons, Denver, Colorado.

<sup>37</sup> John Kay, Lonnie Dickson, Robert Kay, and Kathleen Fimple, *Nebraska Historic Buildings Survey: Reconnaissance Survey Final Report of Cheyenne County, Nebraska*, (Lincoln, Nebraska: Nebraska State Historical Society State Historic Preservation Office, 1994), 23.

<sup>38</sup> "50 Years Ago Today," *Sidney Telegraph*, April 5, 2013.

<sup>39</sup> Kay, *Reconnaissance Survey Cheyenne County*, 116.

## Service Stations



Barlow's Texaco, 1402 Illinois Street, ca. 1954  
(CN09-500)



Maddox Service Station, 1403 Illinois Street, ca. 1930s (CN09-105)



Far-Mor Co-Op Filling Station, 1433 Illinois Street, 1951 (CN09-501)



Street, CN09-467) on the full city block bounded by King and Jackson streets and 12<sup>th</sup> and 13<sup>th</sup> avenues. Architects Murrin, Kasch, and Kahn, with offices in Denver and Sterling, Colorado, designed the building. The firm's principals were Robert J. Murrin, Norman A. Kasch, and Hans Kahn. Carl Christ Construction Company of Sidney served as general contractor. In 1965 a Modern Movement public library was erected on the same block northeast of the city hall (1112 12<sup>th</sup> Avenue, CN09-465). The federal Library Services and Construction Act of 1964, matched by local funds, provided financing for the construction of the building. Architect Howard G. Duncan of Scottsbluff, Nebraska, designed the building and Nienhueser Construction Company of Sidney served as the general contractor. Cheyenne County built a new \$450,000 courthouse west of the existing courthouse, which opened in 1967. The old courthouse was demolished in 1968 when the new building was complete.<sup>40</sup>

Skelly, Phillips 66, and Texaco service stations were erected along the western part of Illinois Street/U.S. 30 in the 1960s. The Kwiki-Wash, a multi-bay car wash, was constructed ca. 1962-66 at 937 18<sup>th</sup> Avenue (CN09-481). In 1964 the Kiwanis Club reconstructed the historical marker commemorating Fort Sidney at the east edge of the city (400 block Illinois Street, CN09-116).

While oil was still booming, the Sioux Ordnance Depot began to fade. About 1961 outgoing shipments from the depot ceased and the installation became known as the Sioux Army Depot. Two years later the depot was earmarked for closure. A Minuteman Missile Project Launch Control Center opened on the depot grounds in 1963, only to have the program scheduled for phaseout the following year. A federal retraining program, the Sidney Occupational Training Center, was established on the site in 1964 to blunt the economic impact of losing the depot. Supervised by Sidney Public Schools, the center provided training in such fields as auto and tractor mechanics, office clerk, waiter and waitress, and pastry baker.

Most buildings on the site were demolished when the depot was deactivated in June 1967. Government programs provided needed economic stimulus to mitigate the loss through establishing new programs utilizing the depot site and remaining buildings. In 1967 the High Plains Agriculture Laboratory received land, buildings, and equipment to enable it to test dryland grain crops for use in the region, establishing "the first strictly dryland agricultural experiment station in Nebraska," according to Ted Kadlecsek.<sup>41</sup> The Western Nebraska Technical School, with classes in building construction, drafting, electronics, tractor mechanics, and general education, opened at the depot airfield in 1966. The technical school acquired more than two hundred remaining buildings and 1,050 acres of land. It combined with Alliance School of Practical Nursing and Nebraska Western College to create Nebraska Community College, with Sidney as one of its three campuses.<sup>42</sup>

The year 1967 also marked the beginning of the oil and gas bust. That year oil companies abandoned twenty-two of the twenty-six wells associated with the first strike near the Egging Ranch and other nearby facilities, too.<sup>43</sup> In 1970 Marathon sold its 1951 office building at 909 5<sup>th</sup>

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<sup>40</sup> Cheyenne County Courthouse cornerstone and plaque; *Omaha World-Herald*, 1 April 1956, 6 January 1957, 2 February 1965, 29 October 1966, 11 November 1966, 12 August 1971, 28 August 1977.

<sup>41</sup> Ted Kadlecsek, "Sidney Army Depot, in Cheyenne County History Book Committee, *History of Cheyenne County Nebraska*, 159. The depot igloos remain.

<sup>42</sup> David Hendee, "This Would Probably be the Biggest Ghost Town," *Omaha World-Herald*, 4 January 2016; McKee, "From the Sioux Ordnance Depot."

<sup>43</sup> Cheyenne County History Book Committee, *History*, 163.

### Evolution of a Building: 1116 10<sup>th</sup> Avenue



Sidney National Bank (CN09-461) shown in 1950s soon after its 1957 construction



This 1970s view shows changed signage and application of lava stone veneer panels



By early 2017 the bank had long vacated the building and multiple occupants were present. Further signage changes had occurred and a metal mansard added.

The Cheyenne County Assessor has old appraisal cards from the 1950s, 1960s, and 1970s with photographs that greatly assist in identifying alterations to buildings.

Avenue (CN09-485), but continued to rent space in the building. Western Nebraska Technical College acquired the property in 1976. Declines in major employers resulted in a sizable drop in Sidney's population, which fell 20 percent between 1960 and 1970 and ended the decade with 6,403 residents.

### Cabela's Locates in Sidney and Recent Development Trends

As two pillars of the Sidney economy fell to the wayside, a new business emerged to play an increasingly important role in the city's employment. John Deere closed its Sidney branch warehouse in the mid-1960s and, unable to sell the building, donated the property (CN09-211) to the Cheyenne County Hospital Association in 1967. Some residents criticized the hospital association for taking the building, but Gerald Matzke of the hospital board later recalled: "After we'd sat on it for about a year, somebody heard about two boys over in Chappell, who were looking to grow into a bigger building."<sup>44</sup>

The "boys" were Dick and Jim Cabela, who (along with Dick's wife Mary) operated Cabela's, described today as "the world's foremost outfitter." They purchased the building for \$1 per square foot and moved to Sidney in 1969. At first the company occupied only the first floor of the building, but after two years the facility was full and its sales grew rapidly. The company originated in 1961 with a mail order business in fishing equipment started by Dick and Mary Cabela that offered a 100 percent customer satisfaction guarantee. After moving to Sidney Cabela's also opened a building for customer service operations in Kearney and started its first retail store there. With growth of the company more space in Sidney was required, resulting in acquisition of additional

buildings and construction of new ones. In 1978 the firm erected a large building at 638 Illinois Street (CN09-526), substantially expanding it ca. 2006-09. In 1998 a new Cabela's World Headquarters was constructed adjacent to I-80. Approximately 1,900 people (about 24 percent of

<sup>44</sup> Jack Schultz, "Fork One—Two Boys in Chappell," BoomtownUSA Blog, 29 May 2008, <http://boomtownusa.blogspot.com> (accessed 22 March 2016).

the area's total employed) work for Cabela's in Sidney.<sup>45</sup>

In the 1970s oil and gas production decreased and costs rose, causing a dramatic drop in the number of employed engineers, geologists, and technicians.<sup>46</sup> The Sidney-area oil and gas industry experienced a brief rebound during the Mideast oil embargo, and Marathon and other companies reworked previously discovered sites once deemed too costly and drilled new wells. However, these economic improvements evaporated once the embargo was lifted and both Sidney's and the county's population dropped. Oil production increased slightly in 1980 when Marathon purchased Husky Oil, but these small changes paled in comparison to the economic heyday of Sidney's 1950s boom. On a micro level the embargo and enhanced environmental regulations resulted in the closures of many older gasoline stations and their conversion to other uses. The trend is noticeable along the west segment of Illinois Street. Some former service stations now house auto-related business, such as car repair and auto sales. Other former service stations have been occupied by such businesses as a spa, fertilizer business, and beauty salon.

Sidney's population posted small declines in the 1970s and 1980s, reaching a low of 5,959 in 1990. Interstate 80 across Nebraska was completed in 1974. While the freeway drew traffic away from U.S. 30 through Sidney's downtown, historian Frederick C. Luebke concluded "counties located on or near the interstate and the towns linked to it benefit from it and experience economic growth."<sup>47</sup> Even after Interstate 80's completion, the city gained two examples of national chain fast food restaurants along Illinois Street. A Big T restaurant selling Tastee Freez products opened at 1705 Illinois (CN09-509) in 1979. Colonel Sanders came to Sidney the same year with construction of a Kentucky Fried Chicken outlet at 2107 Illinois Street (CN09-517). The interstate seriously impacted Illinois Street/U.S. 30's motels. The T.V. Motel to the east, closed. The DeLuxe Motel (CN09-121) is now mostly used for storage. The greatly modified office is all that remains of the Ideal/Ranch Motel (CN09-096) now remains; the motel units were demolished ca. 1993-99. In 2017 only the Sidney Motor Lodge (CN09-091, 2031 Illinois Street) and the former El Palomino (now renamed The Lodge America; CN09-088, 2220 Illinois Street) continued to operate.

A 2003 *Sidney Telegraph* article noted, perhaps for the first time in the community's history, that Sidney did not have a full service restaurant in its downtown; however, the interstate exit featured ten places to eat, ranging from fast food to sit-down restaurants.<sup>48</sup> Sidney's population rose in later years, increasing by 16 percent between 1990 and 2014. The anticipated acquisition of Cabela's by Bass Pro Shops in 2017 may further impact the local economy.

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<sup>45</sup> Joe Arterburn, ed., *Cabela's: The First Half Century* (Sidney, Nebraska: Cabela's, 2011); David Cabela, *Cabela's: World's Foremost Outfitter* (Forest Dale, Vermont: Paul S. Eriksson, 2001); Hendee, "This Would Probably be the Biggest Ghost Town;" Sidney: Leading Employers, <https://www2.locationone.com> (accessed 5 May 2016).

<sup>46</sup> "Oil May Boom Again in Southern Panhandle," *Omaha World-Herald*, May 24, 1978.

<sup>47</sup> Frederick C. Luebke, *Nebraska: An Illustrated History* (Lincoln: University of Nebraska Press, 1995), 359.

<sup>48</sup> "Sidney Downtown Without Full Service Restaurant," *Sidney Sun-Telegraph*, 1 February 2003.

## SURVEY METHODS AND RESULTS

### Survey Objectives

The 2016-17 project consisted of an intensive historic buildings survey of the east and west ends of the Illinois Street/U.S. 30 corridor within the City of Sidney. When pre-field work preparation revealed that there were not 147 pre-1980 resources in those areas, the survey was extended to the First Addition to Sidney. The east and west areas only contained 106 resources for survey, thus the properties in the First Addition comprised a significant, unanticipated component of the project (28 percent of the total resources). The survey area embraced approximately 201.4 acres in three discontinuous areas (see Sketch Maps):

- West U.S. 30/Illinois Corridor: 90 resources, 49.8 acres, extending along Illinois Street from 14<sup>th</sup> Avenue on the east to 23<sup>rd</sup> Avenue on the west and from Hickory Street on the north to Jackson Street on the south
- East U.S. 30/Illinois Corridor: 16 resources, 135.6 acres, extending along Illinois Street from roughly 5<sup>th</sup> Avenue on the west to the Highway 17J connector on the east, including adjacent parcels along Illinois Street as specified by the city.
- First Addition: 41 resources, 16.0 acres, extending from 7<sup>th</sup> Avenue on the east to the middle of the block west of 13<sup>th</sup> Avenue, from King Street on the north to Linden Street on the south.

The 2016-17 project continued the fulfillment of the action plan of the *City of Sidney Historic Preservation Plan*. Goal 4.0 of the plan is to “identify, designate and protect historic resources in the community.” Objective 4.1 seeks to use Certified Local Government (CLG) grants to fund historic surveys which address geographic areas and contextual themes of the community. Surveys are to be prioritized “based on development threats of and opportunities for historic resources.” Surveying the east and west ends of the U.S. 30 comprised the second action item under this goal. The survey was extended to the area identified as the third action item, the First Addition to Sidney, to obtain 147 resources for the project.<sup>49</sup>

### Survey Methodology

*Team Members.* The City of Sidney contracted with Front Range Research Associates, Inc., Denver, Colorado, to conduct the intensive survey, under principals Thomas H. Simmons and R. Laurie Simmons, architectural historians. Mr. Simmons conducted fieldwork, photography, and historical research in Sidney. He also performed geographic information system and database tasks, researched and completed survey forms, and wrote part of the survey report. Ms. Simmons researched and completed survey forms, assisted with evaluation of significance and architectural styles, and contributed to the report. Mr. Simmons presented the survey results at a public meeting of the Historic Preservation Board at the end of the project.

*Site Numbers.* The forty-nine previously surveyed resources retained their state identification numbers. Ninety-eight new state identification numbers were assigned for resources not previously surveyed (CN09-460 through CN09-557). The “CN” stands for Cheyenne County, the

<sup>49</sup> Shelley McCafferty assisted by Whitney Hensley, *Sidney Historic Preservation Plan* (Sidney, Nebraska: Sidney Historic Preservation Board, 8 July 2014), 43.

“09” indicates the City of Sidney, and the digits to the right of the dash identify the specific resource in question.

*Fieldwork and Photography.* Field work and photography were conducted in February 2017. All photos were digital.

*Site-Specific Research.* A variety of sources were used to research building histories and identify historic occupants, including: Sanborn fire insurance maps; city and county directories; Census manuscript returns; various Ancestry.com resources (genealogical data and cemetery databases); NeHRSI prior survey data and photographs; old Assessor appraisal cards; newspaper articles; the 1972 Sidney, Nebraska, 7.5 minute USGS quadrangle map; published histories; County Clerk tract books (showing ownership transfers by subdivision, block, and lot through ca. 2012); Cheyenne County Assessor website (for current ownership and recent ownership transfers); and some field interviews and telephone calls to local residents.

*Database and Mapping.* The survey used a geographic information system (ArcGIS) and database (MS Access) to produce survey forms, survey report maps, and summary tables of resource characteristics. Parcel level data was obtained from the city and the Cheyenne County Assessor. Crystal Reports was used to develop a computerized survey form duplicating the appearance of the Historic Resources Inventory Form. The electronic form linked to the MS Access database containing the data for the surveyed resources to produce PDFs of the survey forms.

### **Survey Limitations and Biases**

The consultants traced prior ownership for most properties to help determine years of construction and identify prior residents and/or building uses. The County Clerk and Recorder tract books containing property transfers by block proved quite useful. This was important, given the lack of address-indexed city directories prior to 1952. The ownership research became somewhat problematic for properties located outside of historic subdivisions, particularly for the eastern end of Illinois Street/U.S. 30. Sanborn fire insurance coverage stopped at 18<sup>th</sup> Avenue on the west and was nonexistent for the east U.S. 30/Illinois Street corridor. The First Addition featured complete Sanborn coverage back to 1921, with sparser information available for 1909 and 1915.

In 1928, in a move that would vex future historical researchers, the city undertook a comprehensive renaming and renumbering of streets. For example, the Harper/Costello House (CN09-553), which had been addressed as 202 E. Cleveland became 829 King Street. The varying level of detail in historical background sections of the survey forms may reflect a bias toward more prominent or active members of the community, as biographical compilations and newspaper coverage generally tend to provide more coverage for those townspeople.

### **Overview of the National Register of Historic Places**

The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level. To qualify for listing in the National Register, properties generally must be at least 50 years old and possess historic significance and physical integrity. To qualify for listing in the National Register, a property's significance must be demonstrated by one or more of the following criteria established by the NPS:

- Criterion A – Association with events or activities that have made a significant contribution



to the broad patterns of our history.

- Criterion B – Association with the lives of persons significant in our past.
- Criterion C – Association with the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D – Holds the potential to provide important information about prehistory or history

Cemeteries, birthplaces, grave sites, religious properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last 50 years are considered ineligible for listing in the National Register. However, these properties may qualify if they fall into one of the following categories:

- Religious properties deriving significance from architectural or artistic distinction or historical importance.
- Moved properties that are significant for architectural value.
- Birthplaces or gravesites if there is no other appropriate site directly associated with a significant person's public life.
- Cemeteries that derive primary significance from graves of persons of transcendent importance, from age, distinctive design features, or from association with historic events.
- Reconstructed buildings when built in a suitable environment.
- Commemorative properties with significant design, age, tradition, or symbolic value.
- Properties less than 50 years old that are of exceptional importance.

Integrity, meaning the ability of a property to convey its significance, is important in determining the eligibility of a property. A property's integrity must be evident through physical qualities, including:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

The Glossary provides more information on architectural styles, survey terms, and defines the seven elements of integrity.

### **Properties Previously Listed in the National Register**

No properties within the survey area are listed in the National Register.

### **National Register Potentially Eligible Resources**

One new historic district—the Sioux Ordnance Depot Worker Housing—and sixteen individual resources were evaluated as potentially eligible to the National Register. The individually eligible resources are displayed in the Appendix listing and discussed in the following section by historic context.

*Sioux Ordnance Depot Worker Housing.* The Sioux Ordnance Depot Workers Housing potential historic district includes all parcels on the north sides of the 1900 and 2000 blocks of Jackson Street between 19<sup>th</sup> and 21<sup>st</sup> avenues. This comprises the south half of blocks 3 and 4 of the Trognitz Subdivision. The potential district contains ten duplex dwellings, of which six (60 percent) are assessed as contributing (see Table 2). The district is significant under Criterion A in the area of Military history for its role in providing housing for workers during World War II at the Sioux Ordnance Depot northwest of Sidney. The depot received, stored, and shipped ammunition, bombs, and general supplies, employing 2,161 workers at its wartime peak. Plans for the two-unit dwellings were drafted by architect M.J. Lahr of Ralston, Nebraska, and erected by Omaha builder Carl C. Wilson.

**Table 2**  
**RESOURCES IN THE SIOUX ORDNANCE DEPOT WORKER HOUSING**  
**POTENTIAL NATIONAL REGISTER HISTORIC DISTRICT**

Site Number	Street Address		Year Built	Contributing Status
CN09-538	1904-06	Jackson St.	1943	Contributing
CN09-539	1914-16	Jackson St.	1943	Contributing
CN09-540	1922-24	Jackson St.	1943	Contributing
CN09-541	1934-36	Jackson St.	1943	Contributing
CN09-542	1944	Jackson St.	1943	Noncontributing
CN09-543	2004	Jackson St.	1943	Noncontributing
CN09-544	2014	Jackson St.	1943	Noncontributing
CN09-545	2022-24	Jackson St.	1943	Contributing
CN09-546	2034	Jackson St.	1943	Contributing
CN09-547	2044	Jackson St.	1943	Noncontributing



Figure 12. Map of the Sioux Ordnance Depot Workers Housing potential historic district.

## Eligible Sidney Local Landmarks

The survey area contained no designated Sidney local landmarks. All surveyed resources were evaluated for eligibility as City of Sidney local landmarks, using the criteria in the 2014 ordinance:

- Historical importance or cultural significance, interest or value as part of the development, history, heritage or culture of the City, state or nation; or is associated with the life of a person significant in the past, or is the site of an historic event, or exemplifies the cultural, political, economic, educational, social or historic heritage of the community;
- Architectural and engineering importance, portraying the historical setting or environment of a distinctive characteristic of an architectural or engineering type, period, style, or method of construction; or is the work of a resident, builder, or designer whose individual work is significant in the development of the City; or contains elements of design, detail, materials or craftsmanship of distinctive quality, or which represents a significant innovation;
- Geographic importance, by being a part of or related to a city center, park or other distinctive area, which should be developed or preserved according to a plan based on a historic, cultural or architectural motif; or owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of a neighborhood, community, or the City; or
- Archeological importance has yielded or is likely to yield information important regarding the history of the area prior to the establishment of the City.<sup>50</sup>

The retention of historic physical integrity is not addressed in the ordinance. However, the *Sidney Historic Preservation Handbook* (formally adopted 10 March 2015) provides: “Historic buildings or groups of buildings that are at least 50 years old and *significantly retain their historic integrity* [emphasis added] may be listed on the National Register of Historic Places and/or designated a local historic district or landmark.”<sup>51</sup>

*Historic Districts.* The potentially eligible Sioux Ordnance Depot Worker Housing area is evaluated as eligible as a Sidney local landmark district. The district is evaluated as possessing historical significance.

*Individual Resources.* A total of thirty-nine resources were assessed as eligible as Sidney local landmarks. Resources assessed as potentially individually eligible to the National Register were evaluated as potentially eligible as local landmarks. The analysis was then expanded to examine other resources that might meet the ordinance criteria. Resources potentially eligible as local landmarks are identified in the Appendix listing.

## Survey Results by Historic Context

Two historic topics, Settlement Systems and Commerce, accounted for nearly two-thirds of the surveyed resources, with Settlement responsible for 43.5 percent and Commerce for 22.4 percent (see Figure 13). Transportation, Military, and Industry together captured over 27 percent of total properties surveyed. The remaining ten resources were distributed among six contexts, including Associations, Government, Health and Medicine, Religion, Diversion, and Education. The contexts

<sup>50</sup> City of Sidney, Ordinance for the Preservation of Landmarks and Historic Districts, Chapter 1282, 2014.

<sup>51</sup> Shelley McCafferty, *Sidney Historic Preservation Handbook*, prepared for the Historic Preservation Board, Sidney: City of Sidney, 30 May 2014, 9.

represented in the survey and resources assessed as individually eligible are discussed below.

### **Settlement Systems**

Settlement Systems are associated with the division, acquisition, selling, and ownership of land in the survey area. This category accounted for a plurality of the documented properties (43.5 percent, or 64 resources). The Settlement Systems theme represents single- and multi-family houses, apartments, and other types of living quarters in the survey area. The buildings display a variety of domestic architecture styles popular during the 1886 to 1964 span of construction. Examples of surveyed properties within this category mostly include single-family detached houses

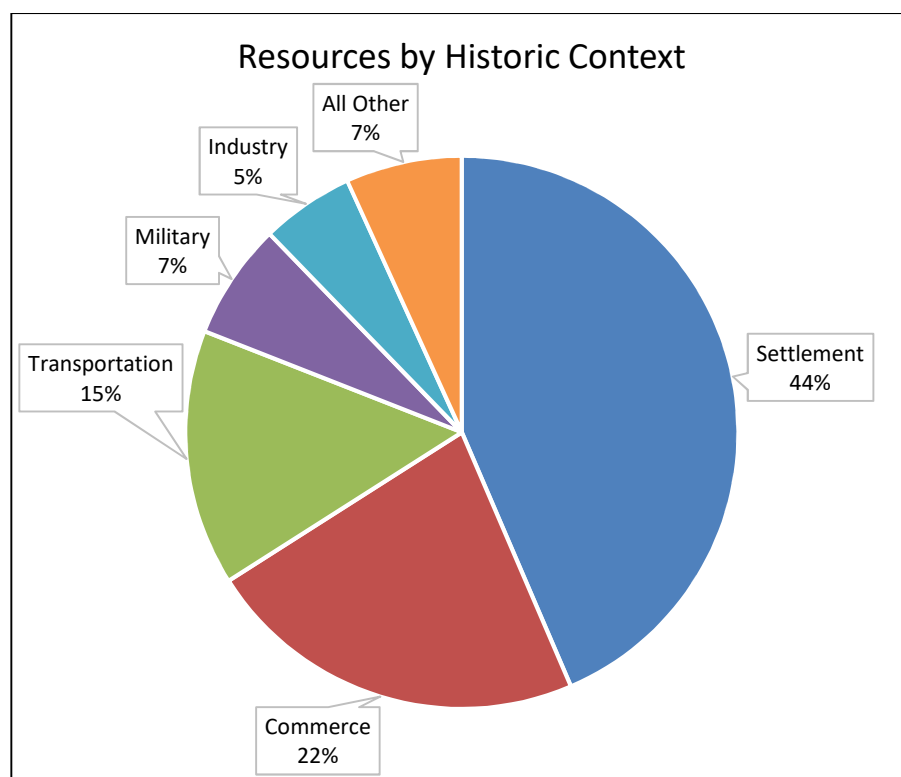


Figure 13. This pie chart shows the distribution of surveyed resources by historic topic. Resources reflecting Settlement Systems (residential resources) and Commerce (business and commercial resources) account for more than about two-thirds of the resources.

(92 percent of the total), as well as a few duplexes and apartment buildings. Large multi-family examples included in the survey include the 1928 Taylor Apartments (CN09-099) at 1615-21 Illinois Street and the 1929 Omar Court, 1043 King Street (CN09-056). The six resources evaluated as individually eligible (below) reflect a diverse range of styles and construction eras. Five resources representing this theme were assessed as individually eligible.



***Jones/Lockwood House (CN09-192), 1130 Linden, ca.1909-10***

The Jones/Lockwood House is a good example of a Craftsman dwelling in Sidney with its wood shingled walls, exposed rafter ends, and knee braces. W.M. Fuller built the ca. 1909-10 house and sold it to grocery store owner David A. Jones. Sidney jeweler Lloyd L. Lockwood and his wife, Nellie, bought the property in 1943 and owned it for half a century. The Lockwoods came to Sidney from Kimball in 1923.



***Davis House (CN09-266), 818 Linden Street, 1910***

George H. "Schrubby" and Mamie A. Davis built this house in 1910 and lived here the rest of their lives. The dwelling is a good example of a Bungalow with its narrow clapboard walls, overhanging eaves with exposed rafter ends, and knee braces. Davis worked in the car department of the Union Pacific Railroad, giving forty-three years of service to the railroad before retiring.



***Doran Duplex (CN09-101), 1626-30 Illinois Street, ca.1920***

Henry T. Doran (1871-1944), Cheyenne County Clerk and owner of the Cheyenne County Abstract Company, erected this ca. 1920 duplex. The Mission Revival-style building features stucco walls, multi-over-one-light windows, a flat roof, and an open porch with square piers and overhanging eaves with exposed rafter ends. In the 1920s and 1930s Doran family members lived in this duplex.



***Taylor Apartment Building (CN09-100), 1615-21 Illinois Street, ca.1935***

Dr. James R. Taylor erected this apartment building ca. 1935. Dr. Taylor came to Sidney ca. 1920 and built the 1928 Taylor Hospital to the west. This Modern Movement apartment features a flat roof with concrete tile coping, projecting brick speed lines, and narrow glass block panels on the entrance bays. The building held seven units in 1940.





***Stanks/Musil House (CN09-528), 1436 Jackson Street, ca.1947-48***

Charles H. Stanks constructed this Modern/Eclectic dwelling ca. 1947-48. Joseph S. Musil acquired this property in 1949, paying more than \$19,000 for it, a remarkable price for the period. Joseph and his wife Adella farmed in the Potter vicinity, before moving to Sidney in 1950. Musil continued farming and worked as a clerk at Mac's Liquor Store. The clipped gables, elliptical arch entrance, and picture windows appear in 1950s appraisal cards.

***Commerce***

Commerce is defined as the buying and selling of goods exchanged between two or more parties. A synonym for commerce is business. Banking is not included within Commerce; it falls under the Services topic. The second largest number of properties recorded in 2016-17 was associated with Commerce: 22.4 percent, or 33 resources. These properties include buildings originally utilized for such purposes as restaurants, grocery stores, and specialty stores. In general these resources are smaller in scale and not as old as the commercial buildings within the Sidney Downtown Historic District. One postwar commercial building is assessed as eligible to the National Register.



***Schou Building (CN09-502), 1440-42-44 Illinois Street, 1955***

John H. Schou and his wife erected this Modern Movement-style commercial building with three storefronts facing Illinois Street; an addition to the north holding another storefront was most likely added the same year. Initial occupants of the building included: Sidney Office Supply (1440); State Farm Insurance (1442); Schou Weich Agency (1444); and the Chamber of Commerce (1446, in the north addition). The building features a flat roof, continuous flat hood, red Roman brick, and angled storefront entrances along Illinois Street.

***Transportation***

Transportation is the process of moving people or things from one place to another. Within the survey area 15 percent, or 22 resources, are associated with transportation, including motels, service stations, auto dealerships, repair shops, garages, and an interpretive historical marker. All of the resources in this category were associated with road networks, with most located along the Illinois Street/U.S. 30 corridor. Half of the properties comprised former service stations or including a service station component; most has sustained substantial alterations. Five motels were surveyed and three were evaluated as potentially eligible.



***El Palomino Motel (CN09-088), 2200 Illinois Street, 1950***

Located on the western edge of Sidney on Illinois Street (U.S. 30), this motel was built in 1950 by Malcom Anderson. The sprawling building included twenty-two units, stucco walls with raised parapets and Permastone door and window surrounds. Owner/operators have included Joseph Boen, Selmer I. "Sam" Odland, and Clarence Couch. The units featured televisions, telephones, air-conditioning, circulating hot water heat, wall-to-wall carpet, and tile baths with tubs and showers.



***Bright Motel/Sidney Motor Lodge (CN09-091), 2031 Illinois Street, ca. 1952***

Joe S. and Deloris Bright and Alfred L. Kayser appear to have developed two separate motels (the Bright to the east and the Sidney Motor Lodge to the west) ca. 1952. The motels were merged under the Sidney Motor Lodge name and operated by partners Bright and Kayser. It appears that the porches, concrete block sunscreens, and soaring office porte cochere were constructed during the 1960s, giving the motel a somewhat Google architectural flavor.



***T.V. Motel (CN09-492), 919 Greenwood Road, 1952***

Located at the intersection of U.S. 30 and Greenwood Road, this 1952 motel included fifteen units. Art and Bethel Miller were the earliest identified owners of the facility which appealed to customers by offering color cable television in each unit. The design of the motel is similar to Ranch-style dwellings of the 1950s.

***Military***

Within the survey area 6.8 percent of the properties, or 10 resources, are related to the Military context, which refers to governmental programs related to the defense of the state or nation, including military bases, installations, and ancillary facilities. All of the Military resources documented in this survey comprise World War II duplex worker housing related to the Sioux Ordnance Depot discussed earlier. One of the duplexes was assessed as possessing sufficient physical integrity to be potentially individually eligible to the National Register, as well as a contributing resource within the potential district.



***Sioux Ordnance Depot Worker Housing Duplex (CN09-541), 1934-36 Jackson Street, 1943***

This is the most intact of the ten duplex residences built in 1943 to house defense workers at the Sioux Ordnance Depot. While the group is evaluated as a potential district, this building (which was being remodeled at the time of fieldwork) retained sufficient historic physical integrity for individual eligibility.

## ***Industry***

Industry is defined as the making of products from raw materials and encompasses extractive, manufacturing, and processing industries.<sup>52</sup> Eight resources associated with Industry were surveyed (5.4 percent), and one was evaluated as potentially eligible for the National Register: the ca. 1960s Plains Oil Mills (CN09-491), east of town on the north side of U.S. 30. Further study is necessary to assess the contributing status of the of the nineteen buildings on the parcel.



***Plains Oil Mills, Haas Hops Products (CN09-491), 844 Greenwood Road, 1960***

Plains Oil Mills, a manufacturer of safflower oil, erected a plant on this 19.1-acre parcel in 1955. Brothers Harry S. and Ned Robinson along with Ladnor M. “Lad” Moore started the firm. When they sold the plant in 1957 to the Pacific Vegetable Oil Corporation of San Francisco there was only one other safflower processing mill in the country. Destroyed by fire in 1960, the plant was immediately rebuilt. In 1968 Pfizer and Company purchased the Sidney plant and converted it to produce a hop concentrate used by brewers. John I. Haas, Inc., a major hops processor, later operated the plant.

## ***Government***

Government refers to “the act or process of governing, involving the organization, machinery, or agency through which a political unit exercises authority and performs functions.”<sup>53</sup> Two resources under the Government theme (1.4 percent of the total) were surveyed, both associated with the City of Sidney: the 1939 municipal pump house (CN09-475), and the 1961 city hall/fire department (CN09-467). Neither resource was evaluated as individually eligible.

## ***Health***

Resources in the Health category (1.4 percent of the survey total) are associated with the provision of medical and health services, including hospitals and the offices of doctors, dentist, or other health professionals. Two resources included in the 2016-17 survey were related to the health theme: the Taylor Hospital garage (CN09-099) and the office building of Dr. Grimm (CN09-463).

<sup>52</sup> Nebraska State Historical Society, *Nebraska Historic Resources Survey & Inventory Manual* (Lincoln, Nebraska: Nebraska State Historical Society, 2010), 60-62.

<sup>53</sup> Nebraska State Historical Society, *Nebraska Historic Resources Survey & Inventory Manual* (Lincoln, Nebraska: Nebraska State Historical Society, 2010), 54.



The Taylor Hospital was demolished ca. 2003-05, leaving only the garage today. The Grimm building is evaluated as individually eligible.



***Dr. B.H. Grimm Building, (CN09-463), 1116 10<sup>th</sup> Avenue, 1954***

Physician and surgeon Dr. Benjamin H. Grimm erected this building and practiced here 1954-56, along with Dr. Jesse Federle (1954-55) and the dental office of Dr. H.C.Q Nelson. Dr. Nelson acquired the building, and it housed his dental practice from 1956 through at least 1989. This was one of a number of office/commercial buildings erected on the periphery of downtown Sidney in the early postwar era.

## ***Religion***

Religion is faith in a higher power/deity that is expressed in institutionalized forms of belief, worship, and service. Religious properties generally are not eligible to the National Register unless their principal significance stems from architectural or historical significance. The 2016-17 survey documented just two properties (1.4 percent of the survey total) associated with this theme: Trinity Evangelical Lutheran Church (CN09-043, 1888, now Cavalry Baptist-Southern) and the ca. 1952 former Church of Christ (CN09). Neither of these are assessed as potentially eligible to the National Register due to alterations.

## ***Associations***

Associations are connections between people created by shared characteristics and mutual interests, such as age, sex, profession, politics, family ties, and humanitarian goals. Resources relating to this topic include fraternal and social organizations, service groups, trade organizations, and special interest groups. Two fraternal lodges reflecting this topic were surveyed: the 1950 Veterans of Foreign Wars building at 2044 Illinois Street (CN09-089) and the 1985 Frank Welch Lodge No. 75, AF & AM (CN09-513). The latter is not yet fifty years of age; the former is assessed as potentially eligible to the National Register.



***Porter McGuyer Post 610 Veterans of Foreign Wars/Baltes Furniture (CN09-089), 2044 Illinois Street, 1950***

The Porter McGuyer Post Number 610 of the Veterans of Foreign Wars (VFW) erected this Moderne-style building, including space for the post and a rentable storefront. Baltes Furniture was an early occupant of the storefront, followed by Gray's Town House Café in the early 1960s and Kansas-Nebraska Natural Gas Company, Inc., by 1965.

## ***Education***

Education is the process of giving or receiving knowledge through instruction, training, or enrichment activities such as those provided by schools, museums, libraries, and galleries. The 1965 Sidney Public Library is the only surveyed resource associated with the Education theme (0.7 percent of the total surveyed). It is assessed as potentially eligible to the National Register.



***Sidney Public Library (CN09-465), 1112 12<sup>th</sup> Avenue, 1965***

A drive by the City of Sidney and the Nebraska Library Commission succeeded in securing funds under the federal Library Services and Construction Act of 1964 for the construction of this building. The Sidney Public Library was erected in 1965 and dedicated in 1966. It was designed by architect Howard G. Duncan (1925-2014) of Scottsbluff, Nebraska, with Nienhueser Construction Company of Sidney as the general contractor. The building replaced the city's 1914/1917 Carnegie public library building at 740 Illinois Street (CN09-017).

***Diversion***

Diversion offers activities that relax and amuse, including those that provide opportunities for participating in or watching recreation and entertainment, sports, and travel. Zike's Roller Rink (CN09-090) at 2032 Illinois Street is the only property associated with Diversion (0.7 percent of the total surveyed); it is assessed as potentially eligible to the National Register.



***Zike's Roller Rink (CN09-090), 2032 Illinois Street, ca. 1948***

Sidney veterinarian Charles W. Zike and his wife, Ollie, erected Zike's Roller Rink ca. 1948. Dr. Zike (1889-1972) conducted his veterinary practice, served as milk inspector for the City of Sidney, and ran this roller skating rink. Once found in greater numbers, roller skating rinks are a relatively rare resource type. The rink operated here until about 1978.

***Previously Surveyed Resources No Longer Standing***

One resource within the survey area, previously surveyed by NeHRIS, was no longer present at the time of the 2016-17 survey: 542 Illinois Street (CN09-113). The house was demolished between 2006 and 2009 for the expansion of the Cabela's parking lot at 638 Illinois Street. The Taylor Hospital (CN09-099) lost its main hospital building between 2003 and 2005; only the garage is extant. The motel units of the Ideal/Ranch Motel at 1805 Illinois Street (CN09-096) were demolished ca. 1993-99; only the greatly modified former office remains.

***Analysis of Survey Results***

***Construction Era***

The distribution of resources by era of construction is shown in Figure 14 and comprises a very different distribution than that documented in the 2015-16 survey of the Original Plat. Only two resources in the current survey dated to before 1900: the 1886 Reilly/Pantenburg House (CN09-014) and the 1888 Trinity Evangelical Lutheran Church (CN09-043). The 1940s and 1950s accounted for 46 percent of recorded resources, reflecting new construction on the southern periphery of downtown and along both ends of Illinois Street stimulated by the southern

Panhandle oil boom and continued operation of the Sioux Ordnance Depot. The 1910s and 1920s comprised 31 percent of surveyed resources. The period was associated with an expansion of area agriculture and increased business activity induced by the establishment of the Lincoln Highway/U.S. 30. About 14 percent surveyed resources dated to 1960 and later.

### ***Architectural Style/Building Form***

The 147 buildings within the survey area reflect a variety of architectural expressions based upon their function and dates of construction. Few of the buildings can be classified as formal styles, but instead most of them fit within broader stylistic categories, such as Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements.

Most commercial buildings in the district fit into the category of Modern Movements. These resources, constructed from the 1940s through the 1970s, can appear as more simplified versions of Early Twentieth Century Commercial buildings while others feature the flat roofs and bands of windows borrowed from the International style or the curved walls and round windows associated with Moderne architecture. Modern Movement buildings utilize brick, including narrow Roman brick, and many display glass block.

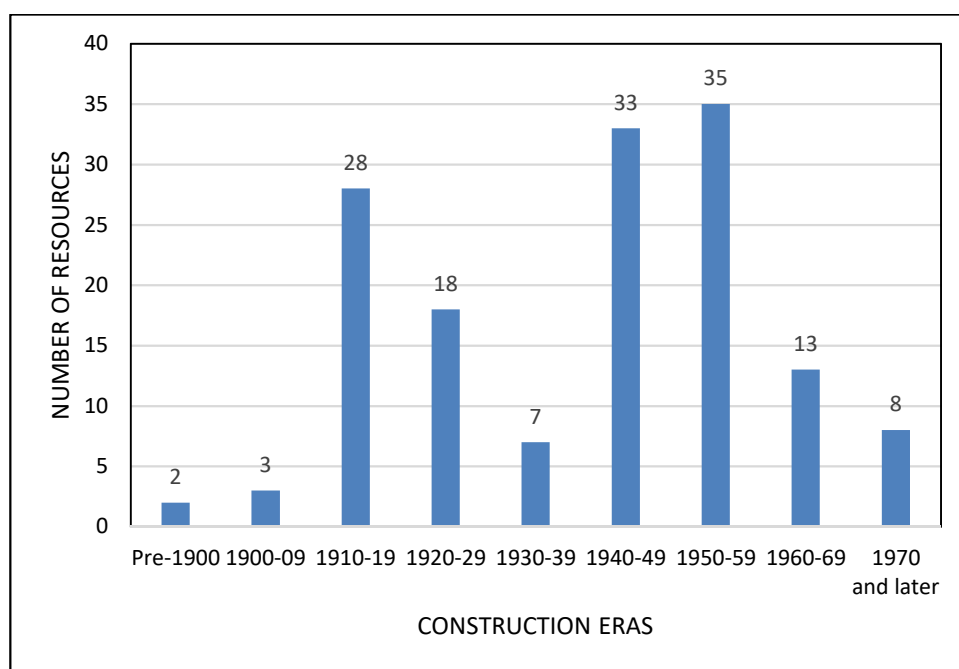


Figure 14. The 1940s and 1950s and 1910s and 1920s were major eras for construction for resources within the survey area. For resources with an indefinite year built (e.g., ca. 1915-21) the resource was assigned to the latter category (the 1920s).

Many of the residential resources within the survey area fit into the broad category of Late Nineteenth and Early Twentieth Century American movements or represent styles within this classification, such as Craftsman. These houses tend to be of brick construction, place an emphasis on more natural materials, and, in general, are both more horizontally oriented and simpler in terms of applied ornamentation than Late Victorian examples. Several examples of Bungalow/Craftsman houses were surveyed, mostly constructed between the 1910s through the early-1930s. These are one or one-and-one-half stories, with gently pitched front or side gable roofs,

overhanging eaves, broad porches with battered piers or thick columns, and simple horizontal lines.

Some of the commercial and residential resources in the survey area are classified as No Style. This classification means the buildings lack sufficient architectural detail, either in their original design or due to alterations, and cannot be grouped into one of these broader stylistic periods.

*Gas Stations.* The survey subarea along the western part of Illinois Street features several examples of service stations. There are two examples of modified cottage style filling stations of the 1920s or 1930s. Several examples of the oblong box service station are present. This building type reflects the shift from “gas station” to “service station.” Emerging in the 1930s and continuing to be constructed into the 1970s, all the functions of the station, except the actual pumping of gas, are accommodated in a simple rectangular plan building. The office/sales area occupies the prominent corner, facing the adjacent road intersection in street corner stations. There are commonly two, but sometimes only one, attached service bays with roll-down glazed doors.



Figure 15. This view west on Illinois from 9th Avenue shows a prosperous Sidney in the mid-to late 1950s, when the oil boom and depot boosted the local economy. SOURCE: historic postcard, authors' collection.

## RECOMMENDATIONS

### 1. Continue the Historic Buildings Survey of Sidney

The 2014 *Historic Preservation Plan* developed a prioritized approach to future historic buildings survey efforts within Sidney. The City should continue to pursue grants to carry out the recommended goals.

### 2. Nominate Properties Eligible for Listing in the National Register or as Sidney Local Landmarks

The survey identified properties potentially eligible to the National Register of Historic Properties and/or as Sidney Local Landmarks. Owners should be encouraged to nominate their properties for listing in these registers. Such designation places no restrictions on what owners may do with their properties and will increase public awareness of the importance of the city's historic resources. Listing in the National Register also may qualify properties for federal tax credits if they meet certain criteria.

The identified Sioux Ordnance Depot Worker Housing Duplexes Historic District on west side of the city informs our knowledge of an important home front story of World War II. If owner support exists, the city should pursue a CLG grant to prepare a National Register district nomination.

### 3. Encourage Donation and Retention of Historic Research Materials

The City should encourage residents to donate copies of historic photographs, property abstracts, maps, family histories, and other relevant materials to local repositories so they will be available for future generations. Oral history interviews with current or former property owners and residents should be undertaken.

The Cheyenne County Assessor holds thousands of real property appraisal cards for properties throughout the county. Properties in the survey area generally included a card from the late 1950s, late 1960s, and late 1970s that included a black and white photograph of the principal building, notes on ownership, data on building materials, drawing of building footprints, and miscellaneous information, such as dates of remodeling or when a building was moved. These cards proved enormously helpful in researching building histories and in assessing historic physical integrity and their retention is very strongly recommended. Such cards are enormously useful in evaluating and dating changes to buildings over time. Few jurisdictions in which we have conducted historic building surveys have such a rich collection of appraisal cards from different eras.

### 4. Retain and Make Survey Products Available

Copies of the products resulting from this survey should be placed in publicly accessible locations and archival repositories for permanent retention, such as the Sidney Economic Development Department, Sidney Public Library, and the Cheyenne County Museum.





## The Nebraska State Historic Preservation Office

Throughout much of Nebraska's history, preservation was the province of dedicated individuals and organizations working alone in local communities. However, since the passage of the National Historic Preservation Act of 1966, the governor of each state has been required to appoint a State Historic Preservation Officer (SHPO) to oversee preservation efforts. In Nebraska, the Director of the Nebraska State Historical Society (NSHS) serves as SHPO. Staff of the NSHS Historic Preservation Division forms the Nebraska State Historic Preservation Office (NeSHPO).

The NeSHPO administers a wide range of preservation programs. The duties of the NeSHPO relating to programs called for by the National Historic Preservation Act include the following:

- Conducting and maintaining a statewide historic resources survey.
- Administering the National Register of Historic Places program.
- Assisting local governments in the development of historic preservation programs and certification of qualifying governments.
- Administering a federal tax incentives program for the preservation of historic buildings.
- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects.
- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies.

What follows is a brief discussion of NeSHPO programs, followed with our contact information. Though described individually, it is important to note that NeSHPO programs often act in concert with other programs and should be considered elements of the NeSHPO mission and a part of the overall mission of the NSHS.

### Nebraska Historic Resource Survey and Inventory (NeHRSI)

Originally called the Nebraska Historic Buildings Survey (NeHBS), survey activity has been a part of the Nebraska State Historical Society since 1961. Surveys are typically conducted on a county-by-county basis or by individual cities. Information from these surveys and survey conducted by other government agencies and the public contribute to the statewide inventory of historic resources which currently stands at 73,000 documented sites, reflecting Nebraska's rich architectural and historic heritage. Surveys funded by the NeSHPO are conducted by researchers who drive every rural and urban public road in a county/city and record each property that meets certain historic requirements. Surveyors do not enter private property without permission. In addition to this fieldwork, surveyors research the area's history to better understand the region. Survey projects often include thematic or statewide subjects that may be unique to a certain location, such as a specific structure or type of industry.

The purpose of NeHRSI is to help local preservation advocates, elected officials, land-use planners, economic development coordinators, and tourism promoters understand the value of historic properties in their communities. Properties included in the survey have no use restrictions placed

on them and survey inclusion does not require any type of special maintenance. Rather, the survey provides a foundation for identifying properties that may be worthy of preservation, promotion, and recognition within a community.

NeHRSI provides a basis for preservation and planning at all levels of government and for individual groups or citizens. The survey normally includes properties that convey a sense of architectural significance. When possible and known, NeHRSI also documents properties that have historical significance. The survey is not intended to be a comprehensive history of a county, but a detailed examination of historic properties. Additionally, as NeHRSI is in part federally funded, the NeSHPO must use federal guidelines when evaluating and identifying historic properties. The survey is not the end result, but a starting point for public planners and individuals who value their community's history.

The NeHRSI is funded in part with the assistance of a federal grant from the U. S. Department of the Interior, National Park Service. For more information, please contact the Nebraska State Historic Preservation Office.

### **National Register of Historic Places**

One of the goals of NeHRSI is to help identify properties that may be eligible for listing in the National Register. The National Register is our nation's official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant in our history or prehistory. These properties and objects may reflect a historically significant pattern, event, person, architectural style, or archaeological site. National Register properties may be significant at the local, state, or national levels.

Properties need not be as historic as Fort Robinson or architecturally spectacular as the Nebraska State Capitol to be listed in the National Register. Local properties that retain their physical integrity and convey local historic significance may also be listed. It is important to note what listing a property in the National Register means, or perhaps more importantly, does not mean.

#### **The National Register does not:**

- Restrict, in any way, a private property owner's ability to alter, manage or dispose of a property.
- Require that properties be maintained, repaired, or restored.
- Invoke special zoning or local landmark designation.
- Allow the listing of an individual private property over an owner's objection.
- Allow the listing of an historic district over a majority of property owners' objections.

#### **Listing a property on the National Register does:**

- Provide prestigious recognition to significant properties.
- Encourage the preservation of historic properties.
- Provide information about historic properties for local and statewide planning purposes.
- Promote community development, tourism, and economic development.
- Provide basic eligibility for financial incentives, when available.

For more information, please contact the National Register Coordinator at the Nebraska State Historic Preservation Office.

### **Certified Local Governments**

An important objective of the NeSHPO is to translate the federal preservation program, as embodied by the National Historic Preservation Act, to the local-level. One element of this goal is to link local governments with a nationwide network of federal, state, and local organizations. One of the most effective tools for this purpose is the Certified Local Government (CLG) program. A CLG is a local government, either a county or municipality that has adopted preservation as a priority. To become a CLG a local government must:

- Establish a preservation ordinance that includes protection for historic properties at a level the community decides is appropriate.
- Promote preservation education and outreach.
- Conduct and maintain some level of a historic building survey.
- Establish a mechanism to designate local landmarks.
- Create a preservation commission to oversee the preservation ordinance and the CLG program.

The advantages of achieving CLG status include:

- A CLG is eligible to receive matching funds from the NeSHPO that are unavailable to non-CLGs.
- Contributing buildings within local landmark districts may be eligible for preservation tax incentives without being listed in the National Register.
- Through the use of their landmark and survey programs, CLGs have an additional tool when considering planning, zoning, and land-use regulations relating to historic properties.
- CLGs have the ability to monitor and preserve structures that reflect the community's heritage.
- CLGs have access to a nationwide information network of local, state, federal, and private preservation institutions.
- Finally, a CLG through its ordinance and commission has a built-in mechanism to promote pride in, and understanding of, a community's history.

Certification of a local government for CLG status comes from the NeSHPO and the National Park Service, and there are general rules to follow. A community considering CLG status is given broad flexibility with those guidelines when structuring its CLG program. The emphasis of the CLG program is local management of historic properties with technical and grants assistance from the NeSHPO.

### **Preservation Tax Incentives**

Since 1976 the Internal Revenue Code has contained provisions offering tax credits for the certified rehabilitation of income-producing historic properties. Historic properties are defined as those listed in the National Register, or as buildings that contribute to the significance of a National Register or Local Landmark historic district. An income-producing property may be a rental residential, office, commercial, or industrial property. Historic working barns or other agricultural outbuildings may also qualify.

A certified rehabilitation is one that conforms to the Secretary of the Interior's Standards for Rehabilitation. The standards are a common sense approach to the adaptive reuse of historic buildings. It is important to remember that this program promotes the rehabilitation of historic properties so that they may be used to the benefit and enjoyment of the property owner and the community. The program is not necessarily intended to reconstruct or restore historic buildings to exact/original specifications.

The tax incentive program in Nebraska has been responsible for:

- Reinvesting millions of dollars for the preservation of historic buildings.
- Establishing thousands of low- and moderate-income housing units and upper-income units.
- Encouraging the adaptive reuse of previously under or unutilized historic properties in older downtown commercial areas.
- Helping to broaden the tax base.
- Giving real estate developers and city planners the incentive to consider projects in older, historic neighborhoods.
- Helping stabilize older, historic neighborhoods.

Certification of the historic character of the income-producing property—usually by listing the property in the National Register—and certification of the historic rehabilitation is made by both the NeSHPO and the National Park Service. Before initiating any activity for a project that anticipates the use of preservation tax credits, owners should contact the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office. For more information, please contact the Tax Incentive Coordinator at the Nebraska State Historic Preservation Office.

### **Nebraska Historic Tax Credit (NHTC)**

In 2014, the Nebraska State Legislature passed the Nebraska Job Creation and Mainstreet Redevelopment Act. This program offers a total of \$15 million in state historic preservation tax credits for each calendar year from 2015 to 2018. It is administered jointly by the Nebraska State Historical Society and the Nebraska Department of Revenue. This program provides a twenty percent (20%) Nebraska tax credit for eligible expenditures made to rehabilitate, restore or preserve historic buildings. This is a dollar-for-dollar reduction in state tax liability, which can be transferred with limitations. The minimum project investment must equal or exceed \$25,000; with a maximum of \$1 million in credits allowed per project.

To qualify, rehabilitation work must meet generally accepted preservation standards, and the historic property must be:

- Listed individually in the National Register of Historic Places or is in the process of nomination/listing
- Located within a district listed in the National Register of Historic Places or part of a pending district nomination/listing
- Listed individually under a certified local preservation ordinance or is pending designation or



- Located within a historic district designated under a certified local preservation ordinance or located within a district that is pending designation.

A historic property must NOT be:

- A detached, single-family residences.

For more information about NHTC, please contact the Tax Incentive Coordinator at the Nebraska State Historic Preservation Office.

### **Valuation Incentive Program**

The Valuation Incentive Program (VIP) is a property tax incentive that assists in the preservation of Nebraska's historic buildings. Through the valuation preference, the assessed valuation of a historic property is frozen for eight years at the year rehabilitation started. The valuation then rises to its market level over a four-year period. To be eligible for this state tax incentive, a building must:

- Be a qualified historic structure, either by listing in the National Register or by local landmark designation through an approved local government ordinance.
- Be substantially rehabilitated, which means the project must be worth at least 25 percent of the property's base-year assessed value.
- Be rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
- Buildings must be a qualified historic structure and the NeSHPO must approve the rehabilitation before construction work starts in order to qualify for the tax freeze benefits. The tax freeze benefits the owners of the historic properties and the community by:
  - Providing a real economic incentive to rehabilitate historic buildings.
  - Increasing the long-term tax base of a community.
  - Helping stabilize older, historic neighborhoods and commercial areas.
  - Encouraging the promotion, recognition, and designation of historic buildings.
  - Allowing participation by local governments that enact approved historic preservation ordinances.

For more information about VIP, please contact the Tax Incentive Coordinator at the Nebraska State Historic Preservation Office.

### **Federal Project Review**

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effect of their undertakings on historic properties; develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects their projects may have on historic properties; and afford the federal Advisory Council on Historic Preservation an opportunity to comment on the project and its effects on historic properties. The regulations that govern the Section 106 process, as it is known, also require that the federal agency consult with the NeSHPO when conducting these activities.

For example, if the Federal Highway Administration (FHWA), via the Nebraska Department of

Roads, contemplates construction of a new highway, FHWA must contact the NeSHPO for assistance in determining whether any sites or structures located in the project area are listed, or eligible for inclusion, in the National Register. If properties that meet this criteria are found, the FHWA must consult with the NeSHPO to avoid or reduce any harm the highway might cause the property. Note that a property need not actually be listed in the National Register to be considered for protection, only to have been determined eligible for listing. This process is to take place early enough in the planning effort to allow for alternatives that would avoid adverse effects to historic properties.

It is important to note that public participation in this process is critical. The Section 106 process requires the federal agency to seek public input if adverse effects to historic properties are discovered through consultation with the NeSHPO. The NeSHPO examines information provided by the federal agency, the NeHSI, and the National Register; although, often the most useful information comes from public comments. Section 106 was included in the National Historic Preservation Act to protect locally significant historic properties from unwitting federal action. It is truly a law that gives the public a voice in an unwieldy bureaucratic system.

For more information about Section 106 review, please contact the Review and Compliance Coordinator at the Nebraska State Historic Preservation Office.

### **Public Outreach and Education**

The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spends considerable time conducting public meetings and workshops and disseminating information to the public. Additionally, NeSHPO staff is frequently looking for ways to assist teachers as they incorporate Nebraska's heritage into classroom lessons. Please visit our website at [www.nebraskahistory.org](http://www.nebraskahistory.org) for more information on NeSHPO public outreach and education.

The NeSHPO's goal is to assist local individuals, groups, and governments understand, promote, and preserve historic properties. The NeSHPO advocates not only the self-evident aesthetic advantages of historic preservation, but also the potential for preservation to help promote economic development, community planning, tourism, environmental sensitivity, and land-use planning.

The aforementioned descriptions are meant to orient the reader to the NeSHPO programs within the larger mission of the NSHS. As all NeSHPO programs originate from a common source—the National Historic Preservation Act—they work best when they work together, either in whole or in part. For the programs to function at all, they require the interest and participation of the people they are meant to serve . . . the public.

For more information about the NeSHPO or the programs discussed, call (402) 471-4787 or (800) 833-6747. Additional information is available at the Nebraska State Historical Society web page at [www.nebraskahistory.org](http://www.nebraskahistory.org).

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## State of Nebraska Historic Preservation Board Members

LuAnn Wandsnider – Lincoln  
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## **APPENDICES LISTING**





**SURVEYED RESOURCES: SIDNEY U.S. 30/ILLINOIS STREET AND FIRST ADDITION, 2016-17, SORTED BY SITE NUMBER**

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN00-120	534	E. Illinois St	Mayfair Service Station	No	Yes	--	Transportation
CN09-007	518	Illinois St	Mathews House	Yes	Yes	--	Settlement and Exploration
CN09-014	1129	9th Ave	Reilly/Pantenburg House	No	Yes	--	Settlement and Exploration
CN09-015	817	King St	Harper/Perry House	No	No	--	Settlement and Exploration
CN09-018	1140	10th Ave	Miles House/Gehrig Funeral Home	No	Yes	--	Settlement and Exploration
CN09-021	1040	Linden St	McIntosh House	No	Yes	--	Settlement and Exploration
CN09-023	1107	King St	Boreson/Osborn House	No	Yes	--	Settlement and Exploration
CN09-043	1129	10th Ave	Trinity Evangelical Lutheran Church	No	Yes	--	Religion
CN09-056	1043	King St	Omar Court	No	Yes	--	Settlement and Exploration
CN09-088	2220	Illinois St	Kozy Court/El Palomino Motel	Yes	Yes	--	Transportation
CN09-089	2044	Illinois St	Porter McGuyer Post 610 VFW, Baltes Furniture	Yes	Yes	--	Associations
CN09-090	2032	Illinois St	Zike's Roller Rink	Yes	Yes	--	Diversion
CN09-091	2031	Illinois St	Bright Motel, Sidney Motor Lodge	Yes	Yes	--	Transportation
CN09-092	2045	Illinois St	Bank's Tastee Treet Drive In	No	No	--	Commerce
CN09-093	1903	Illinois St	Yendis Café	No	Yes	--	Commerce
CN09-094	1840	Illinois St	Herman Nash Motors	No	No	--	Transportation
CN09-095	1835	Illinois St	Crosby Motor Company	No	Yes	--	Transportation
CN09-096	1805	Illinois St	Ideal Motel, Ranch Motel	No	No	--	Transportation
CN09-097	1745	Illinois St	Moseman's Sinclair Service Station	No	Yes	--	Transportation
CN09-098	1730	Illinois St	Tru-Line Company	No	Yes	--	Commerce
CN09-099	1645	Illinois St	Taylor Hospital Garage	No	No	--	Health and Medicine
CN09-100	1615-21	Illinois St	Taylor Apartment Building	Yes	Yes	--	Settlement and Exploration
CN09-101	1626-30	Illinois St	Doran Duplex	Yes	Yes	--	Settlement and Exploration
CN09-102	1529	Illinois St	Seeger/Glassburn House	No	No	--	Settlement and Exploration
CN09-103	1515	Illinois St	White/Rapp House	No	No	--	Settlement and Exploration
CN09-104	1500	Illinois St	Pip's Drive In Liquor	No	Yes	--	Commerce
CN09-105	1403	Illinois St	Maddox Motor Company	No	Yes	--	Transportation

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-115	510	Illinois St	Jones House	No	No	--	Settlement and Exploration
CN09-116	400	Illinois St	Fort Sidney Historical Marker	No	No	--	Transportation
CN09-119	2126-30	Illinois St	Wayne Loch Paint and Lumber, Frank Loch Electric	No	Yes	--	Commerce
CN09-120	2200	Illinois St	Benninghouse Property, Berry's/A&D Trailer Court	No	Yes	--	Settlement and Exploration
CN09-121	2201	Illinois St	DeLuxe Motel	No	No	--	Transportation
CN09-190	1104	Linden St	Mantor/Winter House	No	Yes	--	Settlement and Exploration
CN09-191	1116	Linden St	Haiston/Ellsworth House	No	No	--	Settlement and Exploration
CN09-192	1130	Linden St	Jones/Lockwood House	Yes	Yes	--	Settlement and Exploration
CN09-193	1140	Linden St	Fishman Property/Harlan House	No	No	--	Settlement and Exploration
CN09-201	1145	King St	Swenson/Shipman House	No	No	--	Settlement and Exploration
CN09-202	1131	King St	Frazzy/Wasem/Puckett House	No	Yes	--	Settlement and Exploration
CN09-203	1117	King St	Brauer House	No	Yes	--	Settlement and Exploration
CN09-243	1128-32	9th Ave	Oberfelder/Lafler Property	No	No	--	Settlement and Exploration
CN09-263	723	King St	Christensen House	No	No	--	Settlement and Exploration
CN09-264	840	Linden St	Pantenburg/Ommen Secondary House	No	No	--	Settlement and Exploration
CN09-266	818	Linden St	Davis House	Yes	Yes	--	Settlement and Exploration
CN09-267	804	Linden St	Camblin/Hajek House	No	Yes	--	Settlement and Exploration
CN09-269	736	Linden St	Thompson House	No	No	--	Settlement and Exploration
CN09-306	1542	Jackson St	Barlow/Glassburn House	No	No	--	Settlement and Exploration
CN09-388	1900	Illinois St	Born's Skelly	No	No	--	Transportation
CN09-389	1700	Illinois St	Sidney 66 Service Station	No	No	--	Transportation
CN09-460	1103	10th Ave	North Central Gas Company	No	No	--	Commerce
CN09-461	1108	10th Ave	Sidney National Bank	No	No	--	Commerce
CN09-462	1109	10th Ave	Sidney Hart-Parr Implement	No	No	--	Commerce
CN09-463	1116	10th Ave	B.H. Grimm Building, Dr. Nelson Office	Yes	Yes	--	Health and Medicine
CN09-464	1113-21	10th Ave	Ackerman-Robinson Agency, Glassburn's Floral and Gift	No	No	--	Commerce

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-465	1112	12th Ave	Sidney Public Library	Yes	Yes	--	Education
CN09-466	1104	13th Ave	Parks House	No	No	--	Settlement and Exploration
CN09-467	1115	13th Ave	City of Sidney City Hall and Fire Department	No	No	--	Government and Politics
CN09-468	1116	13th Ave	Steele House	No	No	--	Settlement and Exploration
CN09-469	1128	13th Ave	Houge/O'Connell House	No	No	--	Settlement and Exploration
CN09-470	809	15th Ave	Sidney Bottling & Storage Co./Seven-Up Bottling	No	No	--	Industry
CN09-471	824	15th Ave	Couch/Tobler House	No	No	--	Settlement and Exploration
CN09-472	829	15th Ave	Stahr/Policky House	No	No	--	Settlement and Exploration
CN09-473	900	15th Ave	Andrews/Buchanan House	No	No	--	Settlement and Exploration
CN09-474	920	15th Ave	Walsh/Buchanan House	No	No	--	Settlement and Exploration
CN09-475	800	16th Ave	Sidney Municipal Pump House	No	No	--	Government and Politics
CN09-476	819	18th Ave	Pittam Body Shop	No	No	--	Transportation
CN09-477	820	18th Ave	Bu-Pro Gas, Frontier Music	No	No	--	Commerce
CN09-478	917	18th Ave	Speed-Wash	No	No	--	Commerce
CN09-479	921	18th Ave	Television Center	No	No	--	Commerce
CN09-480	925	18th Ave	Culligan Soft Water Service	No	No	--	Commerce
CN09-481	937	18th Ave	Kwiki Car Wash	No	No	--	Transportation
CN09-482	940	18th Ave	Schlotfeld House	No	No	--	Settlement and Exploration
CN09-483	927	19th Ave	Johnston Testers, Inc.	No	No	--	Commerce
CN09-484	917	20th Ave	Bond and Robinson Public Accountants	No	No	--	Commerce
CN09-485	909	5th Ave	Ohio/Marathon Oil Company	No	Yes	--	Industry
CN09-486	1108	7th Ave	Stormberg House	No	No	--	Settlement and Exploration
CN09-487	1116	7th Ave	Thompson House	No	No	--	Settlement and Exploration
CN09-488	1116	9th Ave	Hammond House	No	No	--	Settlement and Exploration
CN09-489	1140	9th Ave	Oberfelder/Lafler Property	No	No	--	Settlement and Exploration
CN09-490	955	Ball St	Wheeler Building	No	No	--	Commerce
CN09-491	844	Greenwood Rd	Plains Oil Mills, Haas Hops Products	Yes	Yes	--	Industry
CN09-492	919	Greenwood Rd	T.V. Motel	Yes	Yes	--	Transportation

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-493	1429	Hickory St	Steve's Body Shop	No	No	--	Transportation
CN09-494	1645	Hickory St	Continental Oil Co. Warehouse	No	No	--	Industry
CN09-495	1829	Hickory St	Johnston Testers	No	No	--	Commerce
CN09-496	1841	Hickory St	Midwest Electrical Construction Company	No	No	--	Industry
CN09-497	2000 blk	Hickory St	Sidney Roofing Company	No	No	--	Industry
CN09-498	2200 blk	Hickory St	Wheat Belt Electric Membership Association Property	No	No	--	Industry
CN09-499	2249	Hickory St	Rudy's Inc. Property, Panhandle Supply Co.	No	No	--	Commerce
CN09-500	1402	Illinois St	Barlow's/Maddox Texaco	No	No	--	Transportation
CN09-501	1433	Illinois St	Far-Mor Cooperative	No	No	--	Transportation
CN09-502	1440-44	Illinois St	Schou Bldg., Sidney Office Supply, Schou Weich Agency	Yes	Yes	--	Commerce
CN09-503	1516	Illinois St	Chambers/Davis House	No	Yes	--	Settlement and Exploration
CN09-504	1530	Illinois St	Kirkpatrick/Schwartz House	No	No	--	Settlement and Exploration
CN09-505	1545	Illinois St	Elsasser/Greenlee House	No	No	--	Settlement and Exploration
CN09-506	1603	Illinois St	Ayle/Patrowsky/Merrick House	No	No	--	Settlement and Exploration
CN09-507	1604	Illinois St	U Gas Um Gasoline Station	No	No	--	Transportation
CN09-508	1644	Illinois St	Mathews/Treinen House	No	No	--	Settlement and Exploration
CN09-509	1705	Illinois St	Big T Family Restaurant	No	No	--	Commerce
CN09-510	1744	Illinois St	Baker's Tire Service	No	No	--	Transportation
CN09-511	1800	Illinois St	Dick's Flooring	No	No	--	Commerce
CN09-512	1820	Illinois St	British-American Oil Producing Company	No	No	--	Commerce
CN09-513	1830	Illinois St	Frank Welch Lodge No. 75 AF & AM	No	No	--	Associations
CN09-514	1933	Illinois St	Victone Cleaners	No	No	--	Commerce
CN09-515	1935	Illinois St	Bert's West Texaco Station	No	No	--	Transportation
CN09-516	2104	Illinois St	Wheat Belt Electric Membership Association	No	Yes	--	Industry
CN09-517	2107	Illinois St	Kentucky Fried Chicken	No	No	--	Commerce
CN09-518	2245	Illinois St	Rudy's Grocery and Market	No	No	--	Commerce



Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-519	301	Illinois St	Fertilizer Service Company	No	No	--	Commerce
CN09-520	303	Illinois St	Fertilizer Service Company	No	No	--	Commerce
CN09-521	384	Illinois St	Unknown	No	No	--	Commerce
CN09-522	400	Illinois St	Unknown	No	No	--	Commerce
CN09-523	418	Illinois St	Farmers Feed and Seed	No	No	--	Commerce
CN09-524	427	Illinois St	Western Implement/Sidney Implement	No	No	--	Commerce
CN09-525	435	E. Illinois St	Larabee Auto and Truck Center	No	No	--	Transportation
CN09-526	638	Illinois St	Cabela's Ventures	No	No	--	Commerce
CN09-527	1400	Jackson St	Preble's Red and White, Jack and Jill	No	No	--	Commerce
CN09-528	1436	Jackson St	Stanks/Musil House	Yes	Yes	--	Settlement and Exploration
CN09-529	1444	Jackson St	Neimann House	No	No	--	Settlement and Exploration
CN09-530	1500	Jackson St	Stuht/Kratz House	No	No	--	Settlement and Exploration
CN09-531	1516	Jackson St	Mintken/Ahrens House	No	No	--	Settlement and Exploration
CN09-532	1530	Jackson St	Daugherty/Poulat/Tillotson House	No	No	--	Settlement and Exploration
CN09-533	1600	Jackson St	Osborn/Ells House	No	No	--	Settlement and Exploration
CN09-534	1616	Jackson St	Taylor/Marx House	No	No	--	Settlement and Exploration
CN09-535	1630	Jackson St	Benninghouse/Hyde House	No	No	--	Settlement and Exploration
CN09-536	1644	Jackson St	Church of Christ	No	No	--	Religion
CN09-537	1848	Jackson St	Steele House	No	No	--	Settlement and Exploration
CN09-538	1904-06	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-539	1914-16	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-540	1922-24	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-541	1934-36	Jackson St	Sioux Ordnance Depot Worker Duplex	Yes	Yes	SODWH	Military
CN09-542	1944	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-543	2004	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-544	2014	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-545	2022-24	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-546	2034	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-547	2044	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-548	920	Linden St	Lafler House	No	No	--	Settlement and Exploration
CN09-549	1325	King St	Parks/Rose House	No	No	--	Settlement and Exploration
CN09-550	1834-36	Jackson St	Neal House	No	No	--	Settlement and Exploration
CN09-551	735	King St	Christensen/Mausser House	No	No	--	Settlement and Exploration
CN09-552	805	King St	Schultz Rental Property	No	No	--	Settlement and Exploration
CN09-553	829	King St	Harper/Costello House	No	No	--	Settlement and Exploration
CN09-554	843	King St	Cawley/Childers House	No	No	--	Settlement and Exploration
CN09-555	720	Linden St	Sharp House	No	Yes	--	Settlement and Exploration
CN09-556	730	Linden St	Thompson/Wait House	No	No	--	Settlement and Exploration
CN09-557	834	Linden St	McDaniel/Beckmann House	No	No	--	Settlement and Exploration

NOTES: NRHP District indicates presence in the potentially eligible Sioux Ordnance Depot Worker Duplex Historic District (SODWH).

**SURVEYED RESOURCES: SIDNEY U.S. 30/ILLINOIS STREET AND FIRST ADDITION, 2016-17, SORTED BY STREET ADDRESS**

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-460	1103	10th Ave	North Central Gas Company	No	No	--	Commerce
CN09-461	1108	10th Ave	Sidney National Bank	No	No	--	Commerce
CN09-462	1109	10th Ave	Sidney Hart-Parr Implement	No	No	--	Commerce
CN09-463	1116	10th Ave	B.H. Grimm Building, Dr. Nelson Office	Yes	Yes	--	Health and Medicine
CN09-043	1129	10th Ave	Trinity Evangelical Lutheran Church	No	Yes	--	Religion
CN09-018	1140	10th Ave	Miles House/Gehrig Funeral Home	No	Yes	--	Settlement and Exploration
CN09-464	1113-21	10th Ave	Ackerman-Robinson Agency, Glassburn's Floral and Gift	No	No	--	Commerce
CN09-465	1112	12th Ave	Sidney Public Library	Yes	Yes	--	Education
CN09-466	1104	13th Ave	Parks House	No	No	--	Settlement and Exploration
CN09-467	1115	13th Ave	City of Sidney City Hall and Fire Department	No	No	--	Government and Politics
CN09-468	1116	13th Ave	Steele House	No	No	--	Settlement and Exploration
CN09-469	1128	13th Ave	Houge/O'Connell House	No	No	--	Settlement and Exploration
CN09-470	809	15th Ave	Sidney Bottling & Storage Co./Seven-Up Bottling	No	No	--	Industry
CN09-471	824	15th Ave	Couch/Tobler House	No	No	--	Settlement and Exploration
CN09-472	829	15th Ave	Stahr/Policky House	No	No	--	Settlement and Exploration
CN09-473	900	15th Ave	Andrews/Buchanan House	No	No	--	Settlement and Exploration
CN09-474	920	15th Ave	Walsh/Buchanan House	No	No	--	Settlement and Exploration
CN09-475	800	16th Ave	Sidney Municipal Pump House	No	No	--	Government and Politics
CN09-476	819	18th Ave	Pittam Body Shop	No	No	--	Transportation
CN09-477	820	18th Ave	Bu-Pro Gas, Frontier Music	No	No	--	Commerce
CN09-478	917	18th Ave	Speed-Wash	No	No	--	Commerce
CN09-479	921	18th Ave	Television Center	No	No	--	Commerce
CN09-480	925	18th Ave	Culligan Soft Water Service	No	No	--	Commerce
CN09-481	937	18th Ave	Kwiki Car Wash	No	No	--	Transportation
CN09-482	940	18th Ave	Schlotfeld House	No	No	--	Settlement and Exploration
CN09-485	909	5th Ave	Ohio/Marathon Oil Company	No	Yes	--	Industry

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-486	1108	7th Ave	Stormberg House	No	No	--	Settlement and Exploration
CN09-487	1116	7th Ave	Thompson House	No	No	--	Settlement and Exploration
CN09-488	1116	9th Ave	Hammond House	No	No	--	Settlement and Exploration
CN09-243	1128-32	9th Ave	Oberfelder/Lafler Property	No	No	--	Settlement and Exploration
CN09-014	1129	9th Ave	Reilly/Pantenburg House	No	Yes	--	Settlement and Exploration
CN09-489	1140	9th Ave	Oberfelder/Lafler Property	No	No	--	Settlement and Exploration
CN09-483	927	19th Ave	Johnston Testers, Inc.	No	No	--	Commerce
CN09-484	917	20th Ave	Bond and Robinson Public Accountants	No	No	--	Commerce
CN09-490	955	Ball St	Wheeler Building	No	No	--	Commerce
CN09-491	844	Greenwood Rd	Plains Oil Mills, Haas Hops Products	Yes	Yes	--	Industry
CN09-492	919	Greenwood Rd	T.V. Motel	Yes	Yes	--	Transportation
CN09-493	1429	Hickory St	Steve's Body Shop	No	No	--	Transportation
CN09-494	1645	Hickory St	Continental Oil Co. Warehouse	No	No	--	Industry
CN09-495	1829	Hickory St	Johnston Testers	No	No	--	Commerce
CN09-496	1841	Hickory St	Midwest Electrical Construction Company	No	No	--	Industry
CN09-497	2000 blk	Hickory St	Sidney Roofing Company	No	No	--	Industry
CN09-498	2200 blk	Hickory St	Wheat Belt Electric Membership Association Property	No	No	--	Industry
CN09-499	2249	Hickory St	Rudy's Inc. Property, Panhandle Supply Co.	No	No	--	Commerce
CN09-519	301	Illinois St	Fertilizer Service Company	No	No	--	Commerce
CN09-520	303	Illinois St	Fertilizer Service Company	No	No	--	Commerce
CN09-521	384	Illinois St	Unknown	No	No	--	Commerce
CN09-522	400	Illinois St	Unknown	No	No	--	Commerce
CN09-116	400	Illinois St	Fort Sidney Historical Marker	No	No	--	Transportation
CN09-523	418	Illinois St	Farmers Feed and Seed	No	No	--	Commerce
CN09-524	427	Illinois St	Western Implement/Sidney Implement	No	No	--	Commerce
CN09-115	510	Illinois St	Jones House	No	No	--	Settlement and Exploration
CN09-007	518	Illinois St	Mathews House	Yes	Yes	--	Settlement and Exploration
CN09-526	638	Illinois St	Cabela's Ventures	No	No	--	Commerce

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-500	1402	Illinois St	Barlow's/Maddox Texaco	No	No	--	Transportation
CN09-105	1403	Illinois St	Maddox Motor Company	No	Yes	--	Transportation
CN09-501	1433	Illinois St	Far-Mor Cooperative	No	No	--	Transportation
CN09-502	1440-44	Illinois St	Schou Bldg., Sidney Office Supply, Schou Weich Agency	Yes	Yes	--	Commerce
CN09-104	1500	Illinois St	Pip's Drive In Liquor	No	Yes	--	Commerce
CN09-103	1515	Illinois St	White/Rapp House	No	No	--	Settlement and Exploration
CN09-503	1516	Illinois St	Chambers/Davis House	No	Yes	--	Settlement and Exploration
CN09-102	1529	Illinois St	Seeger/Glassburn House	No	No	--	Settlement and Exploration
CN09-504	1530	Illinois St	Kirkpatrick/Schwartz House	No	No	--	Settlement and Exploration
CN09-505	1545	Illinois St	Elsasser/Greenlee House	No	No	--	Settlement and Exploration
CN09-506	1603	Illinois St	Ayle/Patrowsky/Merrick House	No	No	--	Settlement and Exploration
CN09-507	1604	Illinois St	U Gas Um Gasoline Station	No	No	--	Transportation
CN09-100	1615-21	Illinois St	Taylor Apartment Building	Yes	Yes	--	Settlement and Exploration
CN09-101	1626-30	Illinois St	Doran Duplex	Yes	Yes	--	Settlement and Exploration
CN09-508	1644	Illinois St	Mathews/Treinen House	No	No	--	Settlement and Exploration
CN09-099	1645	Illinois St	Taylor Hospital Garage	No	No	--	Health and Medicine
CN09-389	1700	Illinois St	Sidney 66 Service Station	No	No	--	Transportation
CN09-509	1705	Illinois St	Big T Family Restaurant	No	No	--	Commerce
CN09-098	1730	Illinois St	Tru-Line Company	No	Yes	--	Commerce
CN09-510	1744	Illinois St	Baker's Tire Service	No	No	--	Transportation
CN09-097	1745	Illinois St	Moseman's Sinclair Service Station	No	Yes	--	Transportation
CN09-511	1800	Illinois St	Dick's Flooring	No	No	--	Commerce
CN09-096	1805	Illinois St	Ideal Motel, Ranch Motel	No	No	--	Transportation
CN09-512	1820	Illinois St	British-American Oil Producing Company	No	No	--	Commerce
CN09-513	1830	Illinois St	Frank Welch Lodge No. 75 AF & AM	No	No	--	Associations
CN09-095	1835	Illinois St	Crosby Motor Company	No	Yes	--	Transportation
CN09-094	1840	Illinois St	Herman Nash Motors	No	No	--	Transportation
CN09-388	1900	Illinois St	Born's Skelly	No	No	--	Transportation
CN09-093	1903	Illinois St	Yendis Café	No	Yes	--	Commerce

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-514	1933	Illinois St	Victone Cleaners	No	No	--	Commerce
CN09-515	1935	Illinois St	Bert's West Texaco Station	No	No	--	Transportation
CN09-091	2031	Illinois St	Bright Motel, Sidney Motor Lodge	Yes	Yes	--	Transportation
CN09-090	2032	Illinois St	Zike's Roller Rink	Yes	Yes	--	Diversion
CN09-089	2044	Illinois St	Porter McGuyer Post 610 VFW, Baltes Furniture	Yes	Yes	--	Associations
CN09-092	2045	Illinois St	Bank's Tastee Treet Drive In	No	No	--	Commerce
CN09-516	2104	Illinois St	Wheat Belt Electric Membership Association	No	Yes	--	Industry
CN09-517	2107	Illinois St	Kentucky Fried Chicken	No	No	--	Commerce
CN09-119	2126-30	Illinois St	Wayne Loch Paint and Lumber, Frank Loch Electric	No	Yes	--	Commerce
CN09-120	2200	Illinois St	Benninghouse Property, Berry's/A&D Trailer Court	No	Yes	--	Settlement and Exploration
CN09-121	2201	Illinois St	DeLuxe Motel	No	No	--	Transportation
CN09-088	2220	Illinois St	Kozy Court/El Palomino Motel	Yes	Yes	--	Transportation
CN09-518	2245	Illinois St	Rudy's Grocery and Market	No	No	--	Commerce
CN09-525	435	E. Illinois St	Larabee Auto and Truck Center	No	No	--	Transportation
CN00-120	534	E. Illinois St	Mayfair Service Station	No	Yes	--	Transportation
CN09-527	1400	Jackson St	Preble's Red and White, Jack and Jill	No	No	--	Commerce
CN09-528	1436	Jackson St	Stanks/Musil House	Yes	Yes	--	Settlement and Exploration
CN09-529	1444	Jackson St	Neimann House	No	No	--	Settlement and Exploration
CN09-530	1500	Jackson St	Stuht/Kratz House	No	No	--	Settlement and Exploration
CN09-531	1516	Jackson St	Mintken/Ahrens House	No	No	--	Settlement and Exploration
CN09-532	1530	Jackson St	Daugherty/Poulat/Tillotson House	No	No	--	Settlement and Exploration
CN09-306	1542	Jackson St	Barlow/Glassburn House	No	No	--	Settlement and Exploration
CN09-533	1600	Jackson St	Osborn/Ells House	No	No	--	Settlement and Exploration
CN09-534	1616	Jackson St	Taylor/Marx House	No	No	--	Settlement and Exploration
CN09-535	1630	Jackson St	Benninghouse/Hyde House	No	No	--	Settlement and Exploration
CN09-536	1644	Jackson St	Church of Christ	No	No	--	Religion
CN09-550	1834-36	Jackson St	Neal House	No	No	--	Settlement and Exploration



Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-537	1848	Jackson St	Steele House	No	No	--	Settlement and Exploration
CN09-538	1904-06	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-539	1914-16	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-540	1922-24	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-541	1934-36	Jackson St	Sioux Ordnance Depot Worker Duplex	Yes	Yes	SODWH	Military
CN09-542	1944	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-543	2004	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-544	2014	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-545	2022-24	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-546	2034	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-547	2044	Jackson St	Sioux Ordnance Depot Worker Duplex	No	No	SODWH	Military
CN09-263	723	King St	Christensen House	No	No	--	Settlement and Exploration
CN09-551	735	King St	Christensen/Mausser House	No	No	--	Settlement and Exploration
CN09-552	805	King St	Schultz Rental Property	No	No	--	Settlement and Exploration
CN09-015	817	King St	Harper/Perry House	No	No	--	Settlement and Exploration
CN09-553	829	King St	Harper/Costello House	No	No	--	Settlement and Exploration
CN09-554	843	King St	Cawley/Childers House	No	No	--	Settlement and Exploration
CN09-056	1043	King St	Omar Court	No	Yes	--	Settlement and Exploration
CN09-023	1107	King St	Boreson/Osborn House	No	Yes	--	Settlement and Exploration
CN09-203	1117	King St	Brauer House	No	Yes	--	Settlement and Exploration
CN09-202	1131	King St	Frazzy/Wasem/Puckett House	No	Yes	--	Settlement and Exploration
CN09-201	1145	King St	Swenson/Shipman House	No	No	--	Settlement and Exploration
CN09-549	1325	King St	Parks/Rose House	No	No	--	Settlement and Exploration
CN09-555	720	Linden St	Sharp House	No	Yes	--	Settlement and Exploration
CN09-556	730	Linden St	Thompson/Wait House	No	No	--	Settlement and Exploration
CN09-269	736	Linden St	Thompson House	No	No	--	Settlement and Exploration
CN09-267	804	Linden St	Camblin/Hajek House	No	Yes	--	Settlement and Exploration
CN09-266	818	Linden St	Davis House	Yes	Yes	--	Settlement and Exploration
CN09-557	834	Linden St	McDaniel/Beckmann House	No	No	--	Settlement and Exploration
CN09-264	840	Linden St	Pantenburg/Ommen Secondary House	No	No	--	Settlement and Exploration

Site Number	Street Address		Historic Name	Eligibility Status		NRHP District	Historic Context
				National	Local		
CN09-548	920	Linden St	Lafler House	No	No	--	Settlement and Exploration
CN09-021	1040	Linden St	McIntosh House	No	Yes	--	Settlement and Exploration
CN09-190	1104	Linden St	Mantor/Winter House	No	Yes	--	Settlement and Exploration
CN09-191	1116	Linden St	Haiston/Ellsworth House	No	No	--	Settlement and Exploration
CN09-192	1130	Linden St	Jones/Lockwood House	Yes	Yes	--	Settlement and Exploration
CN09-193	1140	Linden St	Fishman Property/Harlan House	No	No	--	Settlement and Exploration

NOTES: NRHP District indicates presence in the potentially eligible Sioux Ordnance Depot Worker Housing Historic District (SODWH).

**Art Moderne Style** (circa 1930-1950). An architectural style featuring industrial technology and streamlined simplicity. Features include smooth, rounded corners, horizontal massing, details in concrete, glass block, aluminum, and stainless steel.

**Association.** Link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

**Balloon frame.** A type of support for wood-frame buildings that utilizes vertical studs that extend the full height of the wall and floor joists fastened to the studs with nails. Balloon-frame buildings in Nebraska became popular with the expansion of the railroad when milled lumber could be shipped to the plains for relatively low cost.

**Bay window.** A decorative window that projects out from the flat surface of an exterior wall, often polygonal in design. Bay windows are often seen on Queen Anne style buildings.

**Boom-Town** (circa 1850-1900). See false-front.

**Brackets.** Support members used under overhanging eaves of a roof, usually decorative in nature.

**Building.** A building is erected to house activities performed by people.

**Bungalow/Craftsman Style** (circa 1890-1940). An architectural style characterized by overhanging eaves, modest size, open porches with large piers and low-pitched roofs.

**Circa, Ca., or c.** At, in, or of approximately, used especially with dates.

**Clapboard.** Relatively long, thin boards that have a thick lower edge and a feathered, or tapered upper edge. The shape of the boards permits them to be overlapped horizontally. Clapboard is most commonly used as cladding material on vernacular farm houses and their secondary buildings.

**Colonial Revival** (circa 1900-1940). An architectural style that relies heavily on a simple, classically derived entrance to indicate the style's architectural heritage. Colonial Revival houses often feature symmetrical forms and elevations, side gable roofs with dormers, columns, and shutters.

**Column.** A circular or square vertical support member.

**Commercial Vernacular Style** (circa 1860-1930). A form of building used to describe simply designed commercial buildings of the late nineteenth and early twentieth centuries, which usually display large retail windows and recessed entrances on the first floor.

**Contemporary** (circa 1950-1980). A style that relies on minimal architectural detail and harmony with nature, through the integration of the building into the landscape. Contemporary architecture often features large expanses of glass, geometrical and angular shapes, and flat roofs. In some cases, Contemporary houses are modified Ranch and Split-level forms.

**Contributing** (National Register definition). A building, site, structure, or object that adds to the historic associations, historic architectural qualities for which a property is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period.

**Contributing** (NeHRSI definition). A building, site, structure, object, or collection of buildings such as a farmstead that meets the NeHRSI criteria of integrity, historic association, historic architectural qualities, and was present during the period of significance. A property that contributes to the NeHRSI is generally evaluated with less strictness than for an individual listing on the National Register, yet more strictness than a building which may “contribute” to a proposed National Register district.

**Cross-Gable** (circa 1860-1910). A vernacular building form typically two stories and square in plan with two identical roofs whose ridges intersect to produce a cruciform.

**Design.** Quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.

**Dormer.** A vertical window projecting from the roof. Variations of dormer types can be based on the dormer’s roof form, for example shed dormer, gable dormers, and hipped dormers.

**Dutch Colonial Revival Style** (circa 1900-1940). A residential architectural style based on the more formal Georgian Revival style. This style is identified by its gambrel roof and symmetrical facade.

**Eclectic Style** (circa 1890-1910). An eclectic building displays a combination of architectural elements from various styles. It commonly resulted when a house designed in one architectural style was remodeled into another.

**Elevation.** Any single side of a building or structure.

**Eligible.** Properties that meet the National Park Service Criteria for nomination and listing on the National Register of Historic Places.

**Evaluation.** Process by which the significance and integrity of a historic property are judged and eligibility for National Register of Historic Places (National Register) listing is determined.

**Extant.** Still standing or existing (as in a building, structure, site, and/or object).

**False-front** (circa 1850-1900). A vernacular building form, which is typically a one-and-one-half story front gable frame building with a square facade that extends vertically in front of the front-facing gable. This gives an entering visitor the sense of approaching a larger building. This form is often used in the construction of a first-generation commercial building, thus is also known as “boom-town.”

**Feeling.** Quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

**Fenestration.** The arrangement of windows and other exterior openings on a building.

**Foursquare Style** (circa 1900-1930). Popularized by mail-order catalogues and speculative builders in the early twentieth century, this style is typified by its box-like massing, two-stories, hipped roof, wide overhanging eaves, central dormers, and one-story porch spanning the front facade.

**Front Gable** (circa 1860-1910). The vernacular form of a building, generally a house, in which the triangular end of the roof faces the street.

**Gable.** The vertical triangular end of a building from cornice or eaves to ridge.

**Gabled Ell** (circa 1860-1910). The vernacular form of a building, generally a house, in which two

gabled wings are perpendicular to one another in order to form an “L”-shaped plan.

**Gable end.** The triangular end of an exterior wall.

**Gable roof.** A roof type formed by the meeting of two sloping roof surfaces.

**Gambrel roof.** A roof type with two slopes on each side.

**High Victorian Gothic** (circa 1865-1900). This architectural style drew upon varied European medieval sources and employed pointed arches and polychromatic details. The heavier detailing and more complex massing made this style popular for public and institutional buildings.

**Hipped roof.** A roof type formed by the meeting of four sloping roof surfaces.

**Historic context.** The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.

**Integrity.** Authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.

**Italianate Style** (circa 1870-1890). A popular style for houses, these square, rectangular, or L-shaped, two-story buildings have low-pitched, hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

**Keystone.** A wedge-shaped piece at the crown of an arch that locks the other pieces in place. It is seen most often over arched doors and window openings and is sometimes of a different material than the opening itself.

**Late Gothic Revival Style** (circa 1880-1920). A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window openings remain a key feature; however, designs are more subdued than those of the earlier period.

**Location.** Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

**Materials.** Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

**Mediterranean Revival** (circa 1900-1940). These buildings are characterized by flat wall surfaces, often plastered, broken by a series of arches with terra cotta, plaster, or tile ornamentation. Details such as red tile roofs and heavy brackets are also commonly seen.

**Minimal Traditional** (circa 1935-1950). Loosely based on the Tudor Revival and Colonial Revival style, Minimal Traditional homes are small, unadorned cottage-sized structures characterized by a side gable form with shallow eaves and a front-gable entry vestibule.

**Multiple Property Nomination.** The National Register of Historic Places Multiple Property documentation form nominates groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts. Property types that represent those historic contexts are defined within the nomination.

**National Register of Historic Places** (National Register). The official federal list of districts,

buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices.

**National Register of Historic Places Criteria.** Established criteria for evaluating the eligibility of properties for inclusion in the National Register.

**Neo-Classical Style** (circa 1900-1920). An architectural style characterized by a symmetrical facade and usually includes a pediment portico with classical columns.

**Noncontributing** (National Register definition). A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a property is significant. The resource was not present during the period of significance; does not relate to the documented significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

**Noncontributing** (NeHRSI definition). A building, site, structure, object, or collection of buildings such as a farmstead that does not meet the NeHRSI criteria of integrity, historic association, historic architectural qualities, or was not present during the period of significance. Noncontributing properties are not generally entered into, nor kept in, the NeHRSI inventory; however, exceptions do exist.

**Object.** An artistic, simple, and/or small-scale construction not identified as a building or structure; i.e. historic signs, markers, and monuments.

**One-story Cube** (circa 1870-1930). The vernacular form of a house, which is one-story and box-like in massing. Features generally include a low-hipped roof, a full front porch recessed under the roof, little ornamentation, and simple cladding, such as clapboard, brick, or stucco. Also known as a Prairie Cube.

**Period of Significance.** Span of time in which a property attained the significance for which it meets the National Register criteria.

**Pony truss bridge** (circa 1880-1920). A low iron or steel truss, approximately 5 to 7 feet in height, located alongside and above the roadway surface. Pony truss bridges often range in span lengths of 20 to 100 feet.

**Portico.** A covered walk or porch supported by columns or pillars.

**Potentially eligible.** Properties that may be eligible for listing on the National Register pending further research and investigation.

**Property.** A building, site, structure, and/or object situated within a delineated boundary.

**Property type.** A classification for a building, structure, site, or object based on its historic use or function.

**Queen Anne Style** (circa 1880-1900). A style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, have asymmetrical facades, and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.



**Ranch** (circa 1945-1970). An architectural form that was the dominant postwar house type throughout the country. These houses have a one-story elongated main mass, asymmetrical facade, and low-pitched roof with wide eaves. Additional characteristic features include a large picture window on the facade, elevated windows, integrated planters, wrought-iron porch supports, wide chimneys, roof cutouts, and an attached garage or carport.

**Setting.** Quality of integrity applying to the physical environment of a historic property.

**Shed roof.** A roof consisting of one inclined plane.

**Side Gable** (circa 1860-1940). The vernacular form of a building, generally a house, in which the gable end of the roof is perpendicular to the street.

**Significance.** Importance of a historic property as defined by the National Register criteria in one or more areas of significance.

**Site.** The location of a prehistoric or historic event.

**Spanish Colonial Revival Style** (circa 1900-1920). These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red clay tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.

**Structure.** Practical constructions not used to shelter human activities.

**Split-level** (circa 1955-1975). A house form that is characterized by a one-story main mass resting on a raised foundation and connected to a two-story mass partially below grade, thus resulting in three floor levels of divided living space. Influenced by the Ranch, Split-level houses often feature horizontal lines, low-pitched roofs, overhanging eaves, and attached garages.

**Stucco.** A material usually made of Portland cement, sand, and a small percentage of lime and applied in a plastic state to form a hard covering for exterior walls.

**Tudor Revival Style** (circa 1920-1940). A style that reflects a blend of a variety of elements from late English medieval styles. It is identified by steep gables, half-timbering, and mixes of stone, stucco, and wood.

**Turret.** A little tower that is an ornamental structure and projects at an angle from a larger structure. **Two-story Cube** (circa 1860-1890). The vernacular form, generally for a house, which is a two-story building, box-like in massing, with a hipped roof, near absence of surface ornament, and simple exterior cladding such as brick, clapboard, or stucco.

**Vernacular.** A functional, simplistic building or structure without stylistic details. Vernacular form buildings were usually designed by the builder, not by an architect.

**Workmanship.** Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.

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